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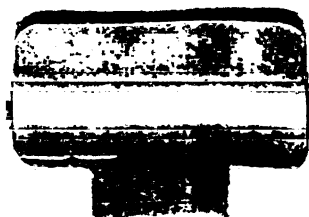
SIXTY-FOURTH ANNUAL REPORT
of the
BOARD OF PUBLIC WORKS

B 428033

also

First Annual Report of the
Board of Public Works, the Chief
Engineer of the Public Works
and the Ohio Canal Commission
acting as a Joint Board in the
management and control of the
State Public Parks and Pleasure
Resorts of Ohio.

TO THE GOVERNOR OF THE STATE OF OHIO
for the
YEAR ENDING NOVEMBER 15, 1902



SIXTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF PUBLIC WORKS

ALSO

**First Annual Report of the Board of Public Works, the
Chief Engineer of the Public Works and the Ohio
Canal Commission acting as a Joint Board
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TO THE

Governor of the State of Ohio

FOR THE

YEAR ENDING NOVEMBER 15, 1902

**SPRINGFIELD, OHIO:
SPRINGFIELD PUBLISHING CO.,
STATE PRINTERS.
1903**

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OFFICE OF BOARD OF PUBLIC WORKS,
COLUMBUS, December, 1902.

To His Excellency, Geo. K. Nash, Governor of Ohio:

Sir—I have the honor to transmit to you herewith the sixty-fourth annual report of the Board of Public Works.

FRANK A. HUFFMAN,
President Board of Public Works.

Hon. George K. Nash, Governor of Ohio:

SIR: The Board of Public Works of Ohio have the honor to present herewith their sixty-fourth annual report for the fiscal year ending on the 15th day of November, 1902.

It will be observed by reference to the financial statement herein, prepared by the Secretary of the Board, that the receipts from all sources are about equal to those of the preceding year and that the expenditures are, in round numbers, \$40,000.00 less than they were during the same time.

On the 9th day of April, 1902, the Seventy-fifth General Assembly passed an act entitled "An act to provide for the retention, maintenance and supervision of the canals of Ohio, their water supplies, reservoirs, dams, feeders and adjacent lands; to encourage the building of canal boats and the extension of cheap transportation," (vide Ohio Laws, Vol. 95, p. 118, et seq.)

The results of the labors of the Commission appointed by your Excellency pursuant to the provisions of said act were not apparent at the close of the fiscal year. We hope and believe, however, that the receipts from rentals of water privileges during the current year will, through the efforts of the Special Canal Commission, be materially increased.

MUSKINGUM RIVER IMPROVEMENT.

Under the provisions of a resolution passed by the Sixty-seventh General Assembly and by Congressional act (H. R. No. 7,480) the United States took possession of the Muskingum River in the year 1887, since which time the general government has so improved the property between Zanesville and Marietta that today it stands pre-eminent among the standard canalized rivers of the world.

We beg to call your attention to the renewed effort that is being made for the extension of this slack water improvement in order to make the Muskingum River navigable for Ohio River steam boats and Pittsburg barges as far as Dresden or Coshocton. Such an improvement is feasible and can be made, according to estimates recently made by the government engineers, for \$110,000 to Dresden and \$550,000 to Coshocton.

We hereby endorse this movement and would respectfully recommend that your Excellency urge the next General Assembly of Ohio to do what it can in the premises to further this enterprise so important to the future commercial development of the State.

The Grand and Loramie Reservoirs.

Regarding the depletion of the waters of the Grand and Loramie reservoirs on the north slope of the Miami and Erie Canal for several months during the past season, we wish to correct an erroneous impression of many of our citizens, especially the residents of that part of the State, viz: That the water from the available water shed is inadequate to supply these reservoirs with sufficient water to feed the canal from the Summit to Defiance. In refutation of such an opinion we submit the fact that in their survey of 1895 the government engineers estimated that the drainage into the Summit reservoir from an area of 756 square miles of territory, would be sufficient, if properly husbanded, not only to supply our present canal, but to furnish an abundance of summit feed water for a canal having a cross-section of from 10 to 12 feet in depth by 85 feet in width at water line—in fact for a canal of such size as would permit the passage of the largest Pittsburg coal barges and of boats sufficiently large to navigate the lakes.

The defect in the present reservoir system on the north slope is due entirely to the fact that advantage of the entire water shed was not taken, as originally proposed by the early engineers. This can be done, however, at a reasonable expense by diverting the present surplus run-off from the Loramie field, which we recommend be accomplished. In fact, in our opinion, without such additional feed for the Grand reservoir, the experience of the past year will be repeated during a future succession of dry seasons such as we have just had.

Chief Engineer's Report.

We beg to call your attention to the carefully prepared report of the Chief Engineer, especially to that part giving in detail the operation of the Miami and Erie Canal Transportation Company during the past year in the installation of an electric transportation plant which is now in process of building under authority of an act of the General Assembly and of contracts and agreements entered into, and to the true statements of facts made by the engineer in relation thereto. We particularly wish to endorse the summary of his findings that "with the exception of constant contention with the company regarding the proper ballasting of their tracks for the travel of animals towing boats, we have no complaint to make in regard to the condition of the property or the operations of the company in the installation of their plant."

We also beg to call your attention to the engineer's statement of repairs and improvements that have been made during the fiscal year and those that will be required during the coming season if the canals of the State are to be maintained and fostered, and we desire to emphasize that portion of his report by quoting as follows:

"The betterments and repairs needed on the Public Works for the coming season herein recommended to be made, you will find numerous and of diversified character, not a few requiring a large expenditure of money, and which, taken altogether, would necessitate a sum far beyond your anticipated receipts or the ability of your department to furnish. In attempting, therefore, to maintain the great Public Works of Ohio with insufficient means, your department can but resort to the old 'Penny wise and pound foolish' policy which unfortunately it has too long been forced to practice and which if continued, must, in the near future, lead to the utter annihilation of the whole system."

Future Development.

Looking to the future development of our canal interests, we beg to recommend that the State immediately take steps to enlarge the canals to a minimum depth of five feet, which will permit boats of 100 tons burden to navigate them throughout their entire length and which will add about thirty per cent. to their present capacity. This can be done without the necessity of widening the present prism or enlarging any of the present structures except to increase the depth of same to five feet, and with the ulterior purpose of constructing a large modern barge canal, for we believe that a canal of such a size as will permit the use of barges will become necessary in our commercial and industrial economy.

Conclusion.

In conclusion we beg to call your attention to the marked interest in water ways that is being displayed all over Europe as well as in this country, not only by the press and by eminent students of commercial economy, but by legislative bodies and by the common people, who are being thoroughly aroused to the question of their right to be a controlling factor in dealing with the impending danger to our country from a threatened freight carrying monopoly.

We believe that in this country at any rate, inland water-ways, if constructed of proper size, will be the means of governing at least the maximum charge for transporting our wares and commodities.

We would not close this report without acknowledging the valuable assistance rendered by the Chief Engineer, the Assistant Engineer, Secretary and Clerk, and other attaches of this department, and the uniformly kind and courteous treatment received from them in the discharge of our duties.

Respectfully submitted,

FRANK A. HUFFMAN,

President.

C. A. GODDARD,

W. G. JOHNSTON,

Board of Public Works of Ohio.

Columbus, Ohio, December, 1902.

THE SIXTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF PUBLIC WORKS.

Hon. George K. Nash, Governor of Ohio:

SIR: The sixty-fourth annual report of the Board of Public Works of Ohio for the fiscal year ending November 15, 1902, is herewith presented.

As required by law the Board was re-organized on the second Tuesday of February last, at which time Hon. W. G. Johnston, of Summit county, took his seat as a member of the Board for the term of three years, having been re-elected at the election in November, 1901.

Having given a bond in the sum of \$30,000.00, which was approved by the Governor and filed with the Treasurer of State, he was sworn in and assumed the duties of the office.

Hon. Frank A. Huffman, being the senior member, was agreeable to a rule of the Board, elected president for the ensuing year.

MEMBERS OF THE BOARD.

Name.	Residence.	Expiration of term.
F. A. Huffman.....	Iima	Second Tuesday in February, 1903
C. A. Goddard.....	Franklin Furnace...	Second Tuesday in February, 1904
W. G. Johnston.....	Akron	Second Tuesday in February, 1905

The laws providing that the members of the Board should have supervision of the several grand divisions respectively, was by the Seventy-fifth General Assembly repealed (vide O. L., vol. 95, p. 395, et seq.)

For the convenience of the Board the public works of the State were divided into three grand divisions same as heretofore, to-wit: Grand division No. 1, embracing that portion of the Ohio canal extending from Cleveland to Muskingum, slack water at Dresden, including the Six Mile remnant of the Walhonding canal 19 miles of which was abandoned by act of the General Assembly (see House Bill No. 508, passed April 27, 1896) making a total of 157 miles.

Grand division No. 2, embracing that portion of the Ohio canal extending from Dresden Junction to Portsmouth, including the Columbus feeder, a distance of 169 miles. Also the State's reserved rights in the Hocking canal.

Grand division No. 3, all of the Miami and Erie canal extending from Cincinnati to Toledo, including the feeders and reservoirs.

OFFICERS BY APPOINTMENT.

Chief Engineer—Chas. E. Perkins, Akron; appointed by the Governor; term expires May 22, 1904.

Assistant Engineer—Samuel Bachtell, Columbus; appointed by the Board; term expires second Tuesday in February, 1904.

Secretary—S. G. McColloch, Portsmouth; appointed by the Board; term expires second Tuesday in February, 1903.

Clerk and Stenographer—Miss Rebekah Sullivant, Columbus; appointed by the Board; term expires second Tuesday in February, 1903.

Messenger—F. W. Schaub, appointed by the Board; term expires second Tuesday in February, 1903.

SUPERINTENDENTS.

(Terms expire March 31, 1903.)

Name.	Location.	Yearly salary.
Chas. Hatch	Akron	\$1,400 00
Chas. H. Geldel	Coshocton	1,400 00
F. C. Dietz	Zanesville	1,400 00
Geo. H. Watkins	Wakefield	1,400 00
Chas. Cooper	Reading	1,400 00
John O'Connor	Dayton	1,400 00
H. W. Meacham	Toledo	1,400 00

COLLECTORS OF MIAMI AND ERIE CANAL.

(Terms expire March 31, 1903.)

Name.	Location.	Yearly salary.
Chas. Wittlich	Toledo	\$ 600 00
D. H. Hancock	Napoleon	400 00
H. W. Myers	Defiance	420 00
Jos. A. Claypool	Delphos	250 00
D. C. Woolpert	St. Mary's	500 00
Frank C. Davies	Piqua	300 00
E. Wombold	Dayton	600 00
E. C. Booth	Middletown	400 00
J. W. Sullivan	Lockland	550 00
W. A. Gregg	Cincinnati	1,000 00

COLLECTORS OHIO CANAL.

Name.	Location.	Yearly salary.
Jas. M. Jones.....	Cleveland.....	\$900 00
J. H. Morrison.....	Akron.....	600 00
Mrs. Margaret S. Harvey.....	Canal Dover.....	450 00
David Atwater.....	Massillon.....	300 00
Edwin Burchfield.....	Roscoe.....	420 00
H. P. Courtier.....	Newark.....	180 00
O. B. Brandt.....	Carroll.....	200 00
Wm. Patton.....	Columbus.....	300 00
Nelson Wolfley.....	Circleville.....	250 00
Q. Climer.....	Chillicothe.....	300 00
Jas. C. Voiker.....	Waverly.....	250 00
C. H. Barbee.....	Portsmouth.....	200 00

LOCK TENDERS.

MIAMI AND ERIE CANAL.

Name..	Location.	Monthly salary.
Geo. Maccabee.....	Toledo.....	\$25 00
John Allen.....	Miami.....	50 00
Samuel Charter.....	Maumee.....	25 00
Jos. Reynolds.....	Providence.....	20 00
R. R. Bortle.....	Texas.....	15 00
Stillman Rose.....	Independence.....	15 00
W. Koley.....	Defiance.....	25 00
H. V. Nisley.....	Schooley's Locks.....	5 00
E. Viall.....	Lock 32.....	5 00
U. C. Gabriel.....	Hipp's Locks.....	5 00
S. Galisple.....	Locks 29 and 30.....	5 00
*G. H. Otte.....	Ottoville.....	3 00
W. F. Smith.....	Delphos.....	35 00
Jno. Rose.....	Spencerville.....	10 00
James R. Byrun.....	Lock 14.....	5 00
W. Fosnight.....	St. Mary's Locks 7 and 11.....	30 00
S. Marshall.....	Bulkhead.....	12 00
James Kohn.....	Canal patrolman, Delphos.....	30 00
Wesley McDonald.....	Canal patrolman, St. Mary's.....	60 00
Wm. Thieinan.....	New Bremen.....	25 00
Isaac Powell.....	Loramie Reservoir.....	10 00
Chas. Adams.....	Lockington.....	23 00
Eli Norviel.....	Lewistown Reservoir.....	10 00
Ben Hine.....	Port Jefferson.....	10 00
D. Gates.....	Sidney.....	3 00
Jno. Lithicum.....	Summit Level.....	3 00
J. H. Buchner.....	Piqua.....	10 00
Jas. Maly.....	Piqua.....	10 00
Geo. Dixon.....	Still House Lock.....	25 00
Jas. Hale.....	Troy.....	3 00

*Employed during navigation only.

LOCK TENDERS—Continued.

MIAMI AND ERIE CANAL.

Name.	Location.	Monthly salary.
Louis Schaffer.....	Troy Feeder Lock.....	12 00
Chas. H. Lewis.....	Picayune Lock.....	10 00
Samuel Hunter.....	Three Locks.....	10 00
Jno. Wood.....	Dayton.....	25 00
R. Minich.....	Dayton Car Shops.....	3 00
Chas. Gray.....	Dayton Waste Gates.....	5 00
Philip Wentz.....	Snyder's Mill.....	10 00
Frank Grudish.....	Dryden's Lock.....	5 00
Simon Strader.....	Carrollton.....	20 00
Jno. Dreher.....	Miamisburg.....	10 00
J. C. Gebhart.....	Sunfish Lock.....	15 00
Michael Schafer.....	Franklin.....	10 00
Frank Dine.....	Middletown Feeder.....	40 00
Andy Barnickle.....	Middletown.....	10 00
Syl. Fleming.....	Amanda.....	18 00
Humphrey Campbell.....	Rockdale.....	10 00
J. N. Abbott.....	Hamilton.....	20 00
Jno. Messner.....	Rialto.....	10 00
J. W. Gorman.....	Crescentville.....	10 00
French Whitehead.....	Lockland.....	22 00
Chas. E. Alexander, policeman.....	Cincinnati.....	65 00
||Theo. Reutinger.....	Port Union.....	2 50
||J. N. Abbott.....	Hamilton (South of).....	2 50
Jacob Rupp.....	Woodsdale Island.....	2 50

||Flood-gate tender.

LOCK TENDERS—Concluded.

MIAMI AND ERIE CANAL.

Name.	Location.	Monthly salary.
Irwin Murphy.....	Pinery Feeder.....	20 00
L. Seeley.....	Peninsula.....	20 00
Chas Lewis.....	Everett.....	20 00
Hiram Wells.....	Portage Locks.....	20 00
Wm. Mahoney.....	Akron Lower Locks.....	25 00
Dan Kelly.....	Akron Upper Locks.....	45 00
Ed. Williams.....	Clinton.....	20 00
Wm. A. Warner.....	Akron Reservoir.....	5 00
Geo. Roan.....	Massillon.....	6 00
H. D. Garver.....	Navarre.....	15 00
Wm. Hubblinger.....	Wolf Creek.....	5 00
Louis Young.....	Services at Summit Feeder.....	10 00
Chas. Climes.....	Services at Tuscarawas Feeder..	5 00
Wm. Lovell.....	Trenton.....	20 00
Jonas Bury.....	Zoar.....	20 00
Wm. Smart.....	Adams' Mills.....	20 00
Benjamin Richards.....	Licking Reservoir.....	15 00
Jno. A. Spurgeon.....	Licking Feeder.....	25 00
Levi Wagner.....	Baltimore.....	15 00
Jno. Benadum.....	Lockville.....	15 00
Wm. Vallett.....	Lockbourne.....	25 00
Henry Wells.....	Millport.....	10 00
Wm. Paster.....	Circleville.....	15 00
J. W. Koch.....	Circleville Dam.....	15 00
M. Renner.....	Chillicothe.....	15 00
H. Langhen.....	Three Locks.....	15 00
E. W. McMillan.....	Higby's.....	15 00
Joab Davis.....	Waverly.....	10 00
F. M. Temple.....	Union Mills.....	20 00

REPORT OF THE SECRETARY.

To the Honorable the Board of Public Works of Ohio:

GENTLEMEN—I have the honor to present herewith my report of the receipts and expenditures of your Honorable Board during the fiscal year ending on the 15th day of November, 1902.

Very respectfully, your ob't servant,

S. G. MCCOLLOCH, *Sec'y.*

FINANCIAL STATEMENT OF BOARD OF PUBLIC WORKS.

RECEIPTS.

The amount of revenue from the public works of Ohio for the fiscal year ending November 15, 1902, is given in the following tables:

MIAMI AND ERIE CANAL.

Offices.	Tolls.	Rents.	Totals.
Cincinnati	\$2,368 35	\$21,240 06	\$23,608 41
Lockland	2,427 06	144 00	2,571 06
Middletown	956 29	3,831 76	4,788 05
Dayton	926 64	3,246 00	4,172 64
Piqua	590 51	2,915 13	3,505 64
St. Marys	569 83	13,707 90	14,277 73
Delphos	150 12	1,558 22	1,708 34
Defiance	793 72	197 50	991 22
Napoleon	672 38	1,863 50	2,535 88
Toledo	1,042 15	3,373 57	4,415 72
Total rents and tolls.....	\$10,497 05	\$52,077 64	\$62,574 69
From sale of land.....			573 54
Total from all sources.....			\$63,148 23

OHIO CANAL—NORTHERN DIVISION.

Offices.	Tolls.	Rents.	Totals.
Cleveland	\$ 1,453 09	\$ 2,126 32	\$ 3,579 41
Akron	1,339 21	4,860 51	6,199 72
Massillon	934 11	213 33	1,147 44
Canal Dover	1,393 99	539 27	1,933 26
*Roscoe	35 89	1,353 95	1,389 84
†Dresden.....		715 25	715 25
Total rents and tolls.....	\$ 5,156 29	\$ 9,808 63	\$14,964 92
From sale of land.....			90 88
Total from all sources.....			\$15,055 80

*Including receipts on Walhonding Canal.

†Office discontinued from and after June 1, 1902.

OHIO CANAL—SOUTHERN DIVISION.

Offices.	Tolls.	Rents.	Totals.
Newark		\$ 4,680 35	\$ 4,680 35
Carroll		1,379 54	1,379 54
Columbus	\$ 4 00	851 00	855 00
Circleville	315 30	252 90	568 20
Chillicothe	537 53	188 00	725 53
Waverly	69 65	927 74	997 39
Portsmouth	50	52 65	53 15
Total rents and tolls	\$ 926 98	\$ 8,332 18	\$ 9,259 16
Total from all sources			\$ 9,259 16

RECAPITULATION.

CANALS.

Canals.	Land Sold	Tolls.	Rents.	Totals.
Miami and Erie.....	\$ 573 54	\$10,497 05	\$52,077 64	\$63,148 23
No. Division Ohio.....	90 88	5,156 29	9,808 63	15,055 80
So. Division Ohio.....		926 98	8,332 18	9,259 16
Total	\$ 664 42	\$16,580 32	\$70,218 45	\$87,463 19

Amount of collections for fiscal year ending November 15, 1902.....\$ 87,463 19

Add amounts due from collectors November 15, 1901.....3,080 54

\$ 90,493 73

Deduct amount due from collectors November 15, 1902.....4,232 38

\$ 86,261 35

Add balance in treasury November 15, 1901.....46,848 27

\$132,609 62

General appropriations45,500 00

Special appropriations as follows, to-wit:

For locks between Cincinnati and Dayton.....5,000 00

For improvement of Miami and Mad river dams at Dayton.....1,500 00

For strengthening three arch culverts at Franklin and Holt's creek..3,000 00

For dredging the M. & E. canal between Cincinnati and Dayton.....10,000 00

For permanent improvement on walls in Cincinnati, Ohio.....20,000 00

For improvement of Summit county reservoir, etc.....4,500 00

For repairs and permanent improvement upon the embankment on Six

Mile Walhonding dam.....500 00

Total to be accounted for.....\$222,609 62

DISBURSEMENTS.

The following checks upon the Auditor of State were issued to the several Superintendents of Canal Repairs and others on account of the maintenance and repairs of canals, salaries, etc., in payment of the itemized bills filed in the office of the Auditor of State, copies of which are incorporated in this report under the head of "Abstracts of Money Paid Out," showing to whom, for what purpose and the fund from which said accounts were paid, to-wit:

ON ACCOUNT OF NORTHERN DIVISION OF THE OHIO CANAL.

Date.	To whom issued.	Name of Appropriation	Amount.
1901.			
Dec. 10	W. M. Hiltabidle.....	Northern Division Ohio Canal.	\$ 1,500 00
10	Chas. H. Geldel.....	" " " "	1,200 00
1902.			
Jan. 14	W. M. Hiltabidle.....	" " " "	700 00
14	Chas. H. Geldel.....	" " " "	700 00
Feb. 11	W. M. Hiltabidle.....	" " " "	1,064 64
11	Chas. H. Geldel.....	" " " "	935 36
Mch. 11	W. M. Hiltabidle.....	" " " "	500 00
11	Chas. H. Geldel.....	" " " "	400 00
April 8	W. M. Hiltabidle.....	" " " "	135 00
8	Chas. H. Geldel.....	" " " "	135 00
May 13	W. M. Hiltabidle.....	" " " "	632 00
13	Chas. H. Geldel.....	" " " "	533 17
June 3	W. M. Hiltabidle.....	" " " "	3,000 00
10	Chas. Hatch.....	" " " "	2,410 62
10	W. M. Hiltabidle.....	" " " "	5,000 00
10	Chas. H. Geldel.....	" " " "	2,851 68
24	W. M. Hiltabidle.....	" " " "	4,768 11
	W. M. Hiltabidle.....	Imp't Summit Co. Reservoir..	1,911 57
July 8	Chas. Hatch.....	Northern Division Ohio Canal.	3,861 88
8	Chas. H. Geldel.....	" " " "	1,711 89
	Chas. Hatch.....	Imp't Summit Co. Reservoir..	1,373 61
Aug. 12	Chas. Hatch.....	Northern Division Ohio Canal.	1,343 00
12	Chas. H. Geldel.....	" " " "	1,000 00
	Chas. Hatch.....	Imp't Summit Co. Reservoir..	1,214 82
Sept. 9	Chas. Hatch.....	Northern Division Ohio Canal.	447 00
9	Chas. H. Geldel.....	" " " "	447 00
Oct. 14	Chas. Hatch.....	" " " "	630 00
14	Chas. H. Geldel.....	" " " "	625 00
	Chas. H. Geldel.....	Imp't on Walhonding Dam...	500 00
Nov. 11	Chas. Hatch.....	Northern Division Ohio Canal.	549 00
11	Chas. H. Geldel.....	" " " "	500 00
	Total.....		\$42,580 25

RECAPITULATION.

W. M. Hiltabidle, general appropriation, Northern Division, Ohio Canal	\$17,299 75
Chas. H. Geldel, general appropriation, Northern Division, Ohio Canal	11,039 00
Chas. Hatch, general appropriation, Northern Division, Ohio Canal	9,241 50
W. M. Hiltabidle, improvement of the Summit County Reservoir, etc.	1,911 57
Chas. Hatch, improvement of the Summit County Reservoir, etc.	2,588 43
Chas. H. Geldel, repairs, etc., upon the embankment on Six Mile Walhonding dam	500 00
Total	\$42,580 25

ON ACCOUNT OF SOUTHERN DIVISION OF THE OHIO CANAL.

Date. 1901	To whom issued	Name of Appropriation	Amount.
Dec. 10	F. C. Dietz.....	Southern Div Ohio Canal.....	\$ 740 40
10	Geo. H. Watkins.....	" "	1,759 11
1902			
Jan. 14	F. C. Dietz.....	" "	850 22
14	Geo. H. Watkins.....	" "	1,544 36
Feb. 11	F. C. Dietz.....	" "	1,196 95
11	Geo. H. Watkins.....	" "	2,192 18
Mch. 11	F. C. Dietz.....	" "	281 26
11	Geo. H. Watkins.....	" "	400 00
Apr. 8	F. C. Dietz.....	" "	200 00
8	Geo. H. Watkins.....	" "	400 00
May 13	F. C. Dietz.....	" "	300 00
13	Geo. H. Watkins.....	" "	500 00
June 10	F. C. Dietz.....	" "	1,005 38
10	Geo. H. Watkins.....	" "	2,813 69
July 8	F. C. Dietz.....	" "	711 84
8	Geo. H. Watkins.....	" "	1,492 57
Aug. 12	F. C. Dietz.....	" "	1,018 11
12	Geo. H. Watkins.....	" "	1,724 63
Sept. 9	F. C. Dietz.....	" "	687 89
9	Geo. H. Watkins.....	" "	2,426 85
Oct. 14	F. C. Dietz.....	" "	492 97
14	Geo. H. Watkins.....	" "	2,022 49
Nov. 11	F. C. Dietz.....	" "	750 26
11	Geo. H. Watkins.....	" "	2,224 55
	Total .....	.....	\$27,735 71

RECAPITULATION.

F. C. Dietz, Southern Division, Ohio Canal.....	\$ 8,235 28
Geo. H. Watkins, Southern Division, Ohio Canal.....	19,500 43
Total	\$27,735 71

ON ACCOUNT OF MIAMI AND ERIE CANAL.

Date.	To whom issued	Name of Appropriation	Amount.
1901.			
Dec. 10	Chas. Cooper.....	Miami and Erie Canal.....	\$ 2,256 54
10	John O'Connor.....	" " ".....	1,777 88
10	H. W. Meacham.....	" " ".....	2,324 92
10	Chas. Cooper.....	Perm't Imp't M. & E. Canal..	12,368 43
1902.			
Jan. 14	Chas. Cooper.....	Miami and Erie Canal.....	850 00
14	John O'Connor.....	" " ".....	850 00
14	H. W. Meacham.....	" " ".....	850 00
14	Chas. Cooper.....	Perm't Imp't M. & E. Canal..	3,432 67
16	The King Bridge Co....	" " ".....	3,699 00
Feb. 11	Chas. Cooper.....	Miami and Erie Canal.....	500 00
11	John O'Connor.....	" " ".....	538 48
11	H. W. Meacham.....	" " ".....	538 00
11	The King Bridge Co....	Perm't Imp't M. & E. Canal..	2,900 00
Mch. 11	Chas. Cooper.....	Miami and Erie Canal.....	1,040 00
11	John O'Connor.....	" " ".....	1,100 00
11	H. W. Meacham.....	" " ".....	1,340 00
12	Chas. Cooper.....	Perm't Imp't M. & E. Canal..	1,293 90
April 8	Chas. Cooper.....	Miami and Erie Canal.....	1,162 00
8	John O'Connor.....	" " ".....	1,144 00
8	H. W. Meacham.....	" " ".....	1,539 00
8	Henkel & Sullivan.....	Perm't Imp't M. & E. Canal..	1,130 68
8	Chas. Cooper.....	Dredging ".....	2,163 55
May 13	Chas. Cooper.....	" " ".....	2,809 36
26	Chas. Cooper.....	" " ".....	2,000 00
13	Chas. Cooper.....	Miami and Erie Canal.....	3,409 94
13	John O'Connor.....	" " ".....	3,006 00
13	H. W. Meacham.....	" " ".....	4,773 66
June 10	Chas. Cooper.....	" " ".....	1,335 00
10	John O'Connor.....	" " ".....	1,912 00
10	H. W. Meacham.....	" " ".....	2,788 00
10	Chas. Cooper.....	Dredging M. and E. Canal....	1,502 09
10	Chas. Cooper.....	" " ".....	1,612 45
July 8	Chas. Cooper.....	Miami and Erie Canal.....	1,230 00
8	John O'Connor.....	" " ".....	1,356 00
8	H. W. Meacham.....	" " ".....	2,130 00
8	Chas. Cooper.....	Rep. State Dam, Middletown..	472 24
8	Chas. Cooper.....	Dred'g M. and E. Canal.	1,853 55
Aug. 12	Chas. Cooper.....	Miami and Erie Canal.....	1,376 00
12	John O'Connor.....	" " ".....	1,433 00
12	H. W. Meacham.....	" " ".....	1,980 00
12	Chas. Cooper.....	Dred'g M. and E. Canal.....	1,917 57
12	John O'Connor.....	" " ".....	549 66
12	Chas. Cooper.....	Rep. Locks bet. Cin. & Dayton.	132 75
12	Chas. Cooper.....	Rep. State Dam, Middletown..	775 80
Sept. 9	Chas. Cooper.....	Miami and Erie Canal.....	530 00
9	John O'Connor.....	" " ".....	530 00
9	H. W. Meacham.....	" " ".....	530 00
9	Chas. Cooper.....	Per Imp't M. and E. Canal....	101 49
9	Chas. Cooper.....	Dredging do.....	1,136 98
9	Chas. Cooper.....	Rep. Locks bet. Cin. & Dayton.	434 82
10	John O'Connor.....	Dred'g M. and E. Canal.....	238 80
Oct. 14	Chas. Cooper.....	Miami and Erie Canal.....	1,983 00
14	John O'Connor.....	" " ".....	1,983 00
14	H. W. Meacham.....	" " ".....	1,983 00
14	Chas. Cooper.....	Rep. Locks bet. Cin. & Dayton.	1,378 06
14	Chas. Cooper.....	Dred'g M. and E. Canal.....	584 38
14	John O'Connor.....	" " ".....	405 00

ON ACCOUNT MIAMI AND ERIE CANAL—Concluded.

Date.	To whom issued.	Name of Appropriation.	Amount.
1902			
Nov. 11	Chas. Cooper.....	Miami and Erie Canal.....	\$ 1,653 78
11	John O'Connor.....	" "	1,530 00
11	H. W. Meacham.....	" "	1,868 00
11	John O'Connor.....	Dred'g M. and E. Canal.....	774 44
11	Chas. Cooper.....	" "	459 63
11	Chas. Cooper.....	Rep. Locks bet. Cin. & Dayton.	2,264 40
11	Chas. Cooper.....	Per Imp't M. and E. Canal....	102 55
		Total	\$105,625 45

RECAPITULATION.

Chas. Cooper	\$56,122 93
John O'Connor	19,128 26
H. W. Meacham.....	22,644 58
The King Bridge Co., imp't M. and E. Canal.....	6,599 00
Henkel & Sullivan, imp't M. and E. Canal.....	1,130 68
Total	\$105,625 45

CHECKS ISSUED BY THE PRESIDENT OF THE BOARD OF PUBLIC WORKS ON THE FUNDS APPROPRIATED ANNUALLY FOR THE PAYMENT OF OFFICERS' SALARIES, CONTINGENT EXPENSES, ETC.

Date.	To whom issued.	Name of Appropriation.	Amount.
1901.			
Dec. 10	W. G. Johnston.....	Members' salaries	\$ 66 66
10	F. A. Huffman.....	" "	66 66
10	C. A. Goddard.....	" "	66 66
10	W. G. Johnston.....	Members' traveling expenses..	50 00
10	F. A. Huffman.....	" "	50 00
10	C. A. Goddard.....	" "	50 00
10	Chas. E. Perkins.....	Engineers' salaries	166 66
10	Samuel Bachtell.....	" "	133 33
10	S. G. McColloch.....	Secretary's salary	125 00
10	R. Sullivan.....	Clerk's salary	58 33
10	F. W. Schaub.....	Contingent expenses	25 00
10	S. G. McColloch.....	" "	12 00
10	The Tallmadge Hdw. Co	" "	5 00
10	J. B. Schroder & Co...	" "	1 25
10	Franklin Bicycle Co...	" "	1 00
10	Cen. Un. Tel. Co.....	" "	5 30
10	M. D. Griffin	" "	1 25
1902.			
Jan. 14	W. G. Johnston.....	Members' salaries	66 66
14	F. A. Huffman.....	" "	66 66
14	C. A. Goddard.....	" "	66 66
14	W. G. Johnston.....	Members' traveling expenses..	50 00
14	F. A. Huffman.....	" "	50 00
14	C. A. Goddard.....	" "	50 00
14	Chas. E. Perkins.....	Engineers' salaries	166 66
14	Samuel Bachtell	" "	133 33

CHECKS ISSUED BY THE PRESIDENT OF THE BOARD OF PUBLIC WORKS—Continued

Date.	To whom issued.	Name of Appropriation.	Amount.
1902			
Jan. 14	S. G. McColloch.....	Secretary's salary	\$ 125 00
14	R. Sullivan.....	Clerk's salary	58 33
Feb. 11	W. G. Johnston.....	Members' salaries	66 68
11	F. A. Huffman.....	" "	66 68
11	C. A. Goddard.....	" "	66 68
11	W. G. Johnston.....	Members' traveling expenses..	50 00
11	F. A. Huffman.....	" " "	50 00
11	C. A. Goddard.....	" " "	50 00
11	Chas. E. Perkins.....	Engineers' salaries.....	166 68
11	Samuel Bachtell.....	" "	133 34
11	S. G. McColloch.....	Secretary's salary	125 00
11	R. Sullivan.....	Clerk's salary.....	58 34
11	S. G. McColloch.....	Contingent expenses	11 41
11	J. M. & W. Westwater.	" "	3 50
11	Am. Express Co.....	" "	35
11	Cen. States R. R. Guide.	" "	1 00
11	Cen. Un. Tel. Co.....	" "	95
11	El. Supply & Const. Co.	" "	50
11	U. S. Telephone Co.....	" "	65
Mch. 11	F. A. Huffman.....	Members' salaries	66 66
11	C. A. Goddard.....	" "	66 66
11	W. G. Johnston.....	" "	66 66
11	F. A. Huffman.....	Members' traveling expenses..	50 00
11	C. A. Goddard.....	" " "	50 00
11	W. G. Johnston.....	" " "	50 00
11	Chas. E. Perkins.....	Engineers' salaries	166 66
11	Samuel Bachtell.....	" "	133 33
11	S. G. McColloch.....	Secretary's salary	125 00
11	R. Sullivan.....	Clerk's salary	58 33
11	F. W. Schaub.....	Contingent expenses	25 00
11	S. G. McColloch.....	" "	12 00
11	The Crystal Ice Co....	" "	9 00
11	Adams Express Co....	" "	25
11	Cen. Un. Tel. Co.....	" "	1 75
April 8	F. A. Huffman.....	Members' salaries	66 66
8	C. A. Goddard.....	" "	66 66
8	W. G. Johnston.....	" "	66 66
8	F. A. Huffman.....	Members' traveling expenses..	50 00
8	C. A. Goddard.....	" " "	50 00
8	W. G. Johnston.....	" " "	50 00
8	Chas. E. Perkins.....	Engineers' salaries	166 66
8	Samuel Bachtell.....	" "	133 33
8	S. G. McColloch.....	Secretary's salary	125 00
8	R. Sullivan.....	Clerk's salary	58 33
8	F. W. Schaub.....	Contingent expenses	25 00
8	S. G. McColloch.....	" "	14 00
8	Col. Citizens Tel. Co..	" "	10 00
8	Cen. Un. Tel. Co.....	" "	7 60
8	U. S. Tel. Co.....	" "	1 55
8	M. D. Griffin.....	" "	3 00
8	Cherrington P. E. & Co.	" "	2 50
May 13	F. A. Huffman.....	Members' salaries	66 68
13	C. A. Goddard.....	" "	66 68
13	W. G. Johnston.....	" "	66 68
13	F. A. Huffman.....	Members' traveling expenses..	50 00
13	C. A. Goddard.....	" " "	50 00
13	W. G. Johnston.....	" " "	50 00
13	Chas. E. Perkins.....	Engineer's salaries	166 68
13	Samuel Bachtell.....	" "	133 34

CHECKS ISSUED BY THE PRESIDENT OF THE BOARD OF PUBLIC WORKS—Continued

Date.	To whom issued.	Name of Appropriation.	Amount.
1902.			
May 13	S. G. McColloch.....	Secretary's salary	\$ 125 00
13	R. Sullivan.....	Clerk's salary	58 34
13	F. W. Schaub.....	Contingent expenses	25 00
13	S. G. McColloch.....	" "	10 00
13	Postal Tel. Cable Co....	" "	25
13	U. S. Express Co.....	" "	25
13	U. S. Telephone Co.....	" "	40
June 10	F. A. Huffman.....	Members' salaries	66 66
10	C. A. Goddard.....	" "	66 66
10	W. G. Johnston.....	" "	66 66
10	F. A. Huffman.....	Members' traveling expenses..	50 00
10	C. A. Goddard.....	" "	50 00
10	W. G. Johnston.....	" "	50 00
10	Chas. E. Perkins.....	Engineers' salaries	166 66
10	Samuel Bachtell	" "	133 33
10	S. G. McColloch.....	Secretary's salary	125 00
10	R. Sullivan.....	Clerk's salary	58 33
10	S. G. McColloch.....	Contingent expenses	10 00
10	F. W. Schaub.....	" "	25 00
10	M. D. Griffin.....	" "	17 50
10	U. S. Express Co.....	" "	10
July 8	F. A. Huffman.....	Members' salaries	66 66
8	C. A. Goddard.....	" "	66 66
8	W. G. Johnston.....	" "	66 66
8	F. A. Huffman.....	Members' traveling expenses..	50 00
8	C. A. Goddard.....	" "	50 00
8	W. G. Johnston.....	" "	50 00
8	Chas. E. Perkins.....	Engineers' salaries	166 66
8	Samuel Bachtell	" "	133 33
8	S. G. McColloch.....	Secretary's salary	125 00
8	R. Sullivan.....	Clerk's salary	58 33
8	S. G. McColloch.....	Contingent expenses	12 00
8	F. W. Schaub.....	" "	25 00
8	Gen. Un. Tel. Co.....	" "	1 95
8	U. S. Express Co.....	" "	25
8	Col. Citizens Tel. Co...	" "	10 00
8	Wyckoff-Seamans & Co.	" "	75
Aug. 12	F. A. Huffman.....	Members' salaries	66 66
12	C. A. Goddard.....	" "	66 66
12	W. G. Johnston.....	" "	66 66
12	F. A. Huffman.....	Members' traveling expenses..	50 00
12	C. A. Goddard.....	" "	50 00
12	W. G. Johnston.....	" "	50 00
12	Chas. E. Perkins.....	Engineers' salaries	166 66
12	Samuel Bachtell	" "	133 33
12	S. G. McColloch.....	Secretary's salary	125 00
12	R. Sullivan.....	Clerk's salary	58 33
12	F. W. Schaub.....	Contingent expenses	25 00
12	S. G. McColloch.....	" "	10 00
12	Wells Fargo & Co. Ex..	" "	25
12	Wyckoff-Seamans & Co.	" "	75
Aug. 12	The Ruggles Gale Co....	Contingent expenses	4 25
12	The Cherrington P&E Co	" "	90
12	The U. S. Telephone Co.	" "	55
12	F. W. Schaub.....	" "	1 65
12	Postal Tel. Cable Co....	" "	35
Sept. 9	F. A. Huffman.....	Members' salaries	66 66
9	C. A. Goddard.....	" "	66 66

CHECKS ISSUED BY THE PRESIDENT OF THE BOARD OF PUBLIC WORKS—Concluded.

Date.	To whom issued	Name of Appropriation	Amount.
1902			
Sept. 9	W. G. Johnston.....	Members' salaries	\$ 66 66
9	F. A. Huffman.....	Members' traveling expenses..	50 00
9	C. A. Goddard.....	" " " ..	50 00
9	W. G. Johnston.....	" " " ..	50 00
9	Chas. E. Perkins.....	Engineers' salaries	166 66
9	Samuel Bachtell	" "	133 33
9	S. G. McColloch.....	Secretary's salary	125 00
9	R. Sullivant	Clerk's salary	58 33
9	F. W. Schaub.....	Contingent expenses	25 00
9	S. G. McColloch.....	" "	10 00
9	Gen. Un. Tel. Co.....	" "	8 50
9	F. W. Schaub.....	" "	4 05
9	Wes. Un. Telegraph Co..	" "	31
9	U. S. Telephone Co.....	" "	65
9	U. S. Express Co.....	" "	25
9	Frank De Long.....	" "	1 75
Oct. 14	F. A. Huffman.....	Members' salaries	66 66
14	C. A. Goddard.....	" "	66 66
14	W. G. Johnston.....	" "	66 66
14	F. A. Huffman.....	Members' traveling expenses..	50 00
14	C. A. Goddard.....	" "	50 00
14	W. G. Johnston.....	" "	50 00
14	Chas. E. Perkins.....	Engineers' salaries	166 66
14	Sam'l Bachtell	" "	133 33
14	S. G. McColloch.....	Secretary's salary	125 00
14	R. Sullivant	Clerk's salary	58 33
14	F. W. Schaub.....	Contingent expenses	25 00
14	S. G. McColloch.....	" "	12 00
14	F. W. Schaub.....	" "	2 50
14	U. S. Telephone Co.....	" "	1 25
14	Am. Express Co.....	" "	35
14	C. F. De Long.....	" "	1 00
Nov. 11	F. A. Huffman.....	Members' salaries	66 66
11	C. A. Goddard.....	" "	66 66
11	W. G. Johnston.....	" "	66 66
11	F. A. Huffman.....	Members' traveling expenses..	50 00
11	C. A. Goddard.....	" "	50 00
11	W. G. Johnston.....	" "	50 00
11	Chas. E. Perkins.....	Engineers' salaries	166 66
11	Sam'l Bachtell	" "	133 33
11	S. G. McColloch.....	Secretary's salary	125 00
11	R. Sullivant	Clerk's salary	58 33
11	F. W. Schaub.....	Contingent expenses	25 00
11	S. G. McColloch.....	" "	10 50
11	U. S. Express Co.....	" "	50
11	Am. Express Co.....	" "	25
	Total .....	.....	\$ 10,491 62

RECAPITULATION

To whom paid.	Name of appropriation.	Amount.
W. G. Johnston	Members' salary	\$ 799 96
W. G. Johnston	Member's traveling expenses..	600 00
F. A. Huffman	Member's salary	799 96
F. A. Huffman	Member's traveling expenses..	600 00
C. A. Goddard	Member's salary	799 96
C. A. Goddard	Member's traveling expenses..	600 00
Chas. E. Perkins	Engineer's salary	1,999 96
Samuel Bachtell	"	1,599 98
S. G. McColloch	Secretary's salary	1,500 00
R. Sullivant	Clerk's salary	699 98
F. W. Schaub	Contingent expenses	258 20
S. G. McColloch	"	123 91
The Tallmadge H. W. Co.	"	5 00
J. B. Schroder & Co.	"	1 25
Franklin Bicycle Co.	"	1 00
Gen. Union Telephone Co.	"	26 05
M. D. Griffin	"	21 75
J. M. & W. Westwater	"	3 50
American Express Co.	"	95
Central States R. R. Guide	"	1 00
Electrical Supply & Const. Co.	"	50
U. S. Telephone Co.	"	5 05
The Cherrington P. & E. Co.	"	3 40
The Crystal Ice Co.	"	9 00
Adams Express Co.	"	25
Col. Citizens Telephone Co.	"	20 00
Postal Telegraph Cable Co.	"	60
U. S. Express Co.	"	1 35
Wyckoff-Seamans & Co.	"	1 50
Wells, Fargo & Co. Express Co.	"	25
The Ruggles Gale Co.	"	4 25
Western Union Telegraph Co.	"	31
C. F. DeLong	"	2 75
Total .....	.....	\$ 10,491 62

The foregoing checks are charged to the following accounts, viz:

What fund.	Amount.
Canal repairs, etc. (special appropriations).....	\$ 175,941 41
Members' salaries	2,399 88
Members' traveling expenses.....	1,800 00
Engineers' salaries	3,599 94
Secretary's salary	1,500 00
Clerk's salary	699 98
Contingent expenses	491 82
Total	\$ 186,433 03
Balance on hand November 15, 1902.....	36,176 59
Grand total	\$ 222,609 62

The balance in treasury, \$36,176.59, belongs to the following funds, to-wit:

What fund.	Amount.
Canal repairs (includes special appropriations).....	\$ 33,599 05
Members' salaries	600 12
Members' traveling expenses	450 00
Engineers' salaries	900 06
Secretary's salary	375 00
Clerk's salary	175 02
Contingent expenses	77 34
Total	\$ 36,176 59

CONDENSED STATISTICS.

The act to provide for internal improvements by navigable canals was passed by the General Assembly of Ohio, on February 4, 1825.

GRANTS OF LAND.

The following statement of lands granted to the State by the General Government, to aid in the construction of navigable canals, was taken from the commissioner's report to the general land office of 1854, and is deemed correct:

Miami and Dayton canal, 421,397.72 acres; Wabash and Erie, 292,688.33 acres, and 500,000 acres for general canal purposes to be selected by the Governor.

The total number of acres, 1,214,086.05, excepting about 32,000 acres for reservoir purposes, were sold for about \$2,200,000. In addition to these grants by the General Government, the State received material aid from private individuals and corporations along the different canals in donations of land, right of way and money, but just to what amount we are unable to find from the papers and books in the office of the Board of Public Works.

OHIO CANAL.

The Ohio canal was commenced in 1825, and completed in 1833, extending from Lake Erie, at Cleveland, to the Ohio river at Portsmouth, a distance of 309 miles, with 25 miles of feeders, or a total of 334 miles and reservoirs. Cost for construction, \$4,695,203.69. The minimum breadth of this canal at water line is 40 feet; at bottom, 26 feet; and the depth, 4 feet. The number of lift-locks on this canal is 152; number of guard-locks, 9.

MIAMI AND ERIE CANAL.

The main canal, extending from the Ohio river at Cincinnati to Lake Erie at Toledo, 250 miles in length, cost \$5,920,200.41; branch from Junction to State line, 18 miles, \$450,000; Sidney feeder, from Lockington to Port Jefferson, 14 miles, \$391,258.32; a total of 282 miles, and cost \$6,762,458.73.

The following reservoirs belong to this canal: Grand reservoir, Mercer county, containing about 17,000 acres, cost \$528,227.07; Lewiston reservoir, in Logan county, containing about 7,200 acres, cost \$600,000, and the Loramie reservoir, in Shelby county, containing about 1,800 acres, cost, exclusive of canal, \$22,000, which amount is included in the construction of the canal. Total cost of the Miami and Erie canal, including reservoirs, \$8,062,680.80.

The minimum breadth of this canal at water line, from Cincinnati to Dayton, is 40 feet; at the bottom, 26 feet, and the depth, 4 feet. From Dayton to Junction, breadth at top water line, 50 feet; at the bottom, 36 feet, and depth, 5 feet. From Junction to Toledo, the width at top water line is 60 feet; at the bottom, 46 feet, and the depth, 6 feet. The number of locks is 105.

HOCKING CANAL.

Extending from Carroll at the junction with the Ohio canal to Athens, 56 miles. Cost of construction, \$975,481.01. The number of lift-locks is 26. The dimensions of this canal are the same as the Ohio canal. *Abandoned for canal purposes by the legislature in 1894. See Senate Bill No. 315, passed May 18, 1894.*

WALHONDING CANAL.

Extending from Roscoe to Rochester, 25 miles. Commenced in 1836, completed in 1842. Cost of the construction, \$607,268.99. The number of lift-locks is 11; number of guard-locks, 1. The dimensions of this canal are the same as the Ohio canal. *All of this canal lying west and north of Lock No. 5, a length of 15 miles, was abandoned April 27, 1896. See H. B. No. 508, passed that date.*

RECAPITULATION.

Cost of construction of the canals, including reservoirs and feeders, \$14,340,572.59. Number of lift-locks, 294; number of guard-locks, 10.

The three tables following show the receipts and expenditures annually, from the opening of canals, 1827, to November 15, 1902.

TABLE SHOWING THE EXPENDITURES EACH YEAR FOR SUPERINTENDENCE, REPAIRS
AND COST OF COLLECTION ON THE OHIO CANALS, FROM 1827 TO 1902, INCLUSIVE.

Year.	Ohio Canal.	Miami and Erie Canal.	Hocking Canal.	Walhonding Canal.	Total on all the Canals.
1827	\$ 700 00	.....	.....	.....	\$ 700 00
1828	900 00	.....	.....	.....	900 00
1829	1,100 00	\$ 11,529 59	.....	.....	12,629 59
1830	1,300 00	7,138 05	.....	.....	8,438 05
1831	2,100 00	7,155 06	.....	.....	9,255 06
1832	3,600 00	9,937 91	.....	.....	13,537 91
1833	33,740 00	7,643 83	.....	.....	41,383 83
1834	79,713 68	10,165 37	.....	.....	89,879 05
1835	81,711 15	19,152 57	.....	.....	100,863 72
1836	91,402 26	30,993 77	.....	.....	122,396 03
1837	123,463 22	49,231 91	.....	.....	172,695 13
1838	202,248 30	35,357 25	.....	.....	237,605 55
1839	204,709 65	47,491 19	.....	.....	252,200 84
1840	122,249 65	25,053 55	.....	.....	147,303 20
1841	133,454 53	53,462 55	.....	.....	186,917 08
1842	139,165 87	23,560 70	.....	.....	162,726 57
1843	126,046 24	36,826 05	.....	.....	162,872 29
1844	122,052 21	37,081 55	.....	\$ 1,238 10	160,371 86
1845	126,274 23	53,511 52	\$ 5,580 04	3,137 61	188,503 40
1846	78,433 09	115,668 03	5,105 56	1,483 56	200,690 24
1847	120,728 24	107,380 25	8,067 32	5,155 59	241,331 40
1848	137,803 28	132,050 59	17,826 17	1,875 53	289,555 27
1849	120,283 14	259,706 84	10,712 85	2,523 57	393,206 40
1850	124,754 57	151,346 57	12,201 14	2,066 63	390,388 91
1851	137,262 50	179,311 73	8,376 88	4,351 60	329,302 61
1852	112,367 52	270,471 18	14,540 85	3,064 32	400,443 87
1853	142,281 71	269,435 44	9,088 61	2,151 53	422,957 29
1854	117,847 89	216,371 97	10,867 31	1,796 85	346,884 02
1855	106,145 05	233,107 57	7,741 98	1,169 61	348,164 21
1856	120,299 54	236,193 62	41,872 86	12 14	398,378 16
1857	125,545 15	172,047 70	29,399 32	5 84	327,098 01
1858	155,497 30	157,401 30	26,745 93	651 35	340,295 88
1859	96,407 58	159,813 90	15,389 99	2,529 65	274,141 12
1860	180,858 97	148,514 64	12,124 17	4,313 19	345,810 97
1861	36,534 70	69,697 27	6,336 80	2,004 56	114,573 33
1862	5,036 69	1,025 74	375 00	.....	6,437 43
1863	2,915 37	1,050 00	694 14	.....	4,659 51
1864	2,419 02	11 90	.....	.....	2,430 92
1865	2,394 24	5,472 66	.....	.....	7,856 90
1866	3,733 34	2,144 14	378 79	.....	6,256 27
1867	6,699 66	2,317 29	.....	.....	9,016 95
1868	9,533 33	998 18	.....	.....	10,531 51
1869	5,300 00	3,879 20	.....	.....	9,179 20
1870	3,067 38	13,601 79	968 00	.....	17,637 17
1871	1,943 96	11,583 75	78 18	.....	13,605 89
1872	4,844 04	7,015 68	.....	.....	11,859 72
1873	22,948 78	6,914 10	.....	.....	29,862 88
1874	1,919 03	11,319 35	.....	.....	13,238 38
1875	1,961 04	1,001 15	.....	.....	2,962 13
1876	2,097 16	14,325 87	900 00	.....	17,323 03
1877	1,961 04	2,019 78	2,719 25	459 84	7,159 91
1878	40,282 39	49,717 78	8,597 88	676 09	99,274 14
1879	68,269 14	82,547 69	9,833 13	473 85	161,123 81
1880	85,434 94	108,972 95	10,830 05	.....	205,237 94
1881	88,178 10	86,279 87	11,430 24	.....	185,888 21

TABLE SHOWING THE EXPENDITURES EACH YEAR FOR SUPERINTENDENCE' REPAIRS AND
COST OF COLLECTION ON THE OHIO CANALS, FROM 1827 TO 1902, INCLUSIVE.
—Concluded.

Year.	Ohio Canal.	Miami and Erie Canal.	Hocking Canal.	Walhonding Canal.	Total on all the Canals.
1882	\$ 82,102 22	\$ 101,769 14	\$ 8,674 36	\$ 400 00	\$ 192,945 72
1883	92,666 58	47,363 79	34,770 43	.....	174,804 80
1884	122,644 86	89,596 78	17,684 63	489 56	230,415 83
1885	103,180 87	98,449 55	7,468 13	1,511 74	210,600 29
1886	87,046 74	88,935 64	10,237 76	10,630 72	196,850 86
1887	103,281 89	71,431 06	5,529 32	4,578 62	184,820 89
1888	123,690 87	98,838 94	7,379 67	2,095 18	232,004 66
1889	88,519 30	68,353 19	6,219 11	890 15	163,981 75
1890	80,512 64	79,137 41	4,318 79	945 12	164,913 96
1891	89,773 15	78,685 68	1,938 10	1,028 35	171,425 28
1892	85,027 86	97,434 09	5,731 51	860 66	189,054 12
1893	83,333 61	63,092 29	3,215 54	1,059 99	150,701 43
1894	105,490 39	118,627 21	4,396 65	2,843 27	231,357 52
1895	67,072 90	80,583 84	.....	.....	147,656 64
1896	77,912 51	100,218 95	.....	.....	178,131 46
1897	64,685 36	83,642 02	.....	.....	148,327 38
1898	85,532 60	94,417 65	.....	.....	179,950 25
1899	90,139 76	81,791 94	.....	.....	171,931 70
1900	95,974 07	74,773 49	.....	.....	170,747 56
1901	78,526 43	137,715 47	.....	.....	216,241 90
1902	70,315 96	105,625 45	.....	.....	175,941 41
Totals .	\$5,747,450 35	\$5,616,553 47	\$407,256 14	\$68,474 07	\$11,839,734 37

TABLE SHOWING THE RECEIPTS ON ALL CANALS, FROM 1827 TO 1902, INCLUSIVE.

Year.	Ohio Canal.	Miami and Erie Canal.	Hocking Canal.	Walhonding Canal.	Total on all the Canals.
1827	\$ 1,500 00				\$ 1,500 00
1828	4,000 00	\$ 8,042 70			12,042 70
1829	27,000 00	20,941 36			47,941 36
1830	30,493 93	30,082 33			60,576 26
1831	64,864 17	36,643 88			101,508 05
1832	79,982 48	36,847 47			116,829 95
1833	136,555 70	50,470 63			187,026 33
1834	164,488 98	50,040 99			214,529 97
1835	185,664 48	51,917 00			237,581 48
1836	211,823 32	50,116 52			261,939 84
1837	293,428 79	62,833 40			356,262 19
1838	382,135 96	82,863 09			464,999 05
1839	423,599 84	82,601 19			506,201 03
1840	452,122 03	74,612 88	\$ 5,953 69		532,688 60
1841	416,202 63	76,718 17	2,518 26		495,439 06
1842	387,442 22	71,460 34	4,215 07	\$ 610 17	463,727 80
1843	322,754 82	105,640 09	4,349 33	837 77	433,582 01
1844	343,710 99	139,844 25	5,286 44	1,976 78	490,318 46
1845	260,369 33	185,243 78	5,497 83	1,282 95	452,393 39
1846	336,339 69	233,527 24	5,351 52	1,190 71	576,409 16
1847	452,530 76	292,037 00	7,299 14	2,328 77	754,195 67
1848	418,530 37	325,297 32	8,746 98	1,933 01	754,507 68
1849	352,630 48	322,244 43	8,354 84	1,594 72	694,824 47
1850	388,905 93	311,589 27	8,077 44	2,549 04	711,021 68
1851	432,711 38	351,897 72	11,802 04	2,613 44	799,024 58
1852	308,937 40	308,984 56	9,957 25	1,880 80	629,758 01
1853	258,793 09	323,599 97	11,912 21	1,233 25	595,538 53
1854	192,837 18	280,115 80	12,597 18	223 66	485,773 82
1855	196,164 61	229,370 57	16,279 35	377 20	442,191 73
1856	189,506 55	119,947 02	11,118 29	501 89	321,073 75
1857	155,598 11	153,733 37	18,219 41	268 54	327,819 43
1858	108,771 84	153,928 09	16,367 54	798 46	279,865 93
1859	88,205 85	127,610 10	18,336 36	527 18	234,679 49
1860	90,968 39	159,476 64	16,494 28	789 70	267,729 01
1861	36,534 70	64,632 31	7,363 48	755 04	109,285 53
1862	5,036 69	4,664 00	285 67		9,986 36
1863		6,186 11			6,186 11
1864		3,531 66			3,531 66
1865	2,790 50	800 00			3,590 50
1866	2,199 50				2,199 50
1867	5,300 00				5,300 00
1868	1,200 00				1,200 00
1869		2,400 00			2,400 00
1870					
1871		311 00			311 00
1872					
1873					
1874					
1875					
1876					
1877					*401,003 09
1878	54,026 99	54,138 89	5,513 98	5,516 98	119,196 84
1879	76,609 21	112,090 32	8,185 69	275 32	197,160 54
1880	77,545 66	111,259 67	19,235 58	7,470 45	215,511 36
1881	61,819 03	109,122 88	6,304 45	608 41	177,854 77
1882	57,703 25	98,764 97	5,614 43	1,573 89	163,656 54

TABLE SHOWING THE RECEIPTS ON ALL CANALS, FROM 1827 TO 1902, INCLUSIVE.—
Concluded.

Year:	Ohio Canal.	Miami and Erie Canal.	Hocking Canal.	Walhonding Canal.	Total on all the Canals.
1883	\$ 44,873 52	\$ 88,904 17	\$ 3,693 47	\$ 920 42	\$ 138,391 58
1883	44,873 52	88,904 17	3,693 47	920 42	138,391 58
1884	37,787 79	83,992 14	2,271 41	448 30	124,499 64
1885	25,149 98	76,156 21	2,587 18	71 95	106,965 32
1886	27,071 78	76,043 57	3,199 29	945 71	107,260 35
1887	28,932 35	87,200 36	4,138 38	932 34	121,203 43
1888	29,509 46	75,955 13	3,798 36	906 02	110,168 97
1889	28,005 47	79,476 82	2,805 15	892 12	110,979 56
1890	29,489 20	73,788 02	1,629 17	933 18	105,839 57
1891	42,756 24	63,876 47	856 38	1,023 48	108,512 57
1892	24,990 37	86,722 96	1,197 37	923 64	113,834 34
1893	29,023 90	66,211 86	689 33	588 00	96,513 09
1894	22,716 35	74,716 75	120 51	6,671 73	104,225 34
1895	24,544 25	80,324 41	.....	†.....	104,868 66
1896	25,591 24	97,327 12	.....	†.....	122,918 36
1897	26,132 17	80,293 14	.....	†.....	106,425 34
1898	22,380 54	57,433 64	.....	†.....	79,814 18
1899	21,657 71	69,151 41	.....	†.....	90,809 12
1900	24,883 25	61,896 70	.....	.....	86,779 95
1901	20,223 42	67,180 60	.....	.....	87,404 02
1902	24,314 96	63,148 23	.....	.....	87,463 19
Totals .	\$9,110,670 80	\$7,000,984 69	\$288,469 42	\$54,972 14	\$16,846,097 02

†Receipts from Walhonding canal included in Ohio canal receipts.

*From lessees and receiver from 1861 to 1878, inclusive.

TABLE SHOWING THE GROSS RECEIPTS, TOTAL EXPENDITURES AND NET EARNINGS
FROM 1827 TO 1902, INCLUSIVE.

Year.	Gross receipts.	Total expendi- tures.	Net earnings.
1827 to 1902 (inclusive).....	\$16,846,097 02	\$11,839,734 37	\$5,006,362 65

The Muskingum river improvement, having passed into the possession of the General Government in 1887, I have omitted from the above tables the receipts and expenditures on said river, and only include the canals now in the possession of the State, except he recently abandoned Hocking canal, statistics of which are listed for reference.

On the second day of June, 1861, the public works of Ohio were leased by the act of the Legislature, passed May 9, 1861, for twenty thousand and seventy-five dollars (\$20,075) per annum. Said lease continued in force until December 1, 1877, at which time the lessees abandoned the public works and by appointment of the Superior Court of Montgomery county they were placed in the hands of a receiver until May 15, 1878, at which time the State Board again took possession of the public works of Ohio.

Amount received from lessees, 16½ years, at \$20,075.....	\$331,237 50
Amount received from December 1, 1877, to May 15, 1878....	69,765 59

Total amount received and included in above table....	\$401,003 09
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The expenditures by the Board of Public Works for superintendence and repairs ceased with the transfer of the canals to the lessees. All expenditures during that time were for the settlement of prior claims, awards of damages, expenses of the office of the Board, expenses incurred in the appraisement of personal property sold to the lessees, and the payment of outstanding indebtedness provided for by the act "making appropriations for the maintenance of the public works," passed May 13, 1861.

Under the law authorizing the lease of the public works of the State, C. S. Hamilton was appointed by the Governor, Paul Weatherby by the Board of Public Works, and John G. Isham by the lessees, to appraise the personal property of the State, which the lessees were required by said act to purchase. The value of the property appraised by them and transferred to the lessees amounted to fourteen thousand one hundred and seventy-three and 64-100 dollars (\$14,173.64).

NOTE—The foregoing items of "condensed statistics" are repeated in each annual report for the information of interested parties who have not a complete file of this Board's reports for reference, to enable them to follow the changes that have taken place, for instance the abandonment of the Hocking and a part of the Walhonding canals, also the successive changes in footings of receipts and expenditures.

Respectfully submitted,

S. G. MCCOLLOCH, *Secretary*.

REPORT OF THE CHIEF ENGINEER
OF
PUBLIC WORKS OF OHIO
AND
GENERAL SUPERINTENDENT OF CANALS,
1902.

REPORT OF CHIEF ENGINEER
OF
PUBLIC WORKS OF OHIO.

OFFICE OF CHIEF ENGINEER PUBLIC WORKS OF OHIO,
COLUMBUS, OHIO, December, 1902.

To the Honorable the Board of Public Works of the State of Ohio:

GENTLEMEN:—I have the honor to submit herewith my eleventh annual report of the operations of the canals of the State for the fiscal year ending on the 15th day of November, 1902, in obedience to the requirements of law and the rules and regulations adopted by your honorable body governing my office.

SPECIAL CANAL COMMISSION.

As you well know, a Board of Canal Commissioners was appointed by His Excellency, the Governor, on May 1st, 1902, by authority of an act passed by the 75th General Assembly (House Bill No. 426, Laws of Ohio, Vol. 95, page 119) providing for a non-partisan commission consisting of two members, who, together with the State Engineer, were constituted a Board of Commissioners to investigate, within the present year, all present water rate contracts on the Miami and Erie canal and on the Northern Division of the Ohio canal, and assist your Honorable Board to revise and regulate them upon a fair and equitable basis as to the rent to be paid in the future; also to investigate the water rate contracts upon the Southern Division of the Ohio Canal and make a special report on same to the next General Assembly as to what extent the rates for water may be increased; and more particularly to investigate fully the conditions of the Southern Division of the Ohio Canal and all the facts bearing upon the question of its improvement, maintenance and present and future usefulness as a canal, together with all possible information bearing upon the subject, and report the same to the next General Assembly.

In view of my relation to this Special Canal Commission, I have purposely omitted from this report my usual annual message to your Honorable Board on general canal questions and have confined myself closely to those subjects which may be treated in my relation as Engineer of your department, believing that the inquiries being made by the Special Canal Commission—and especially their investigations of the Southern Division of the Ohio Canal—must necessarily lead to a general finding regarding the future of the Southern Division of the Ohio Canal which will, indirectly at least, determine the future policy to be adopted for the whole system of public works. I do not wish to anticipate or to influence in any way (especially at this time) the inquiries that are being made by my colleagues on the Commission with regard to the many questions at issue, by a published argument for the adoption of any particular policy, preferring, in my efforts to assist them, to maintain simply an advisory relation to the Com-

mission, trusting that I shall be able to join them in a finding that will aid materially in the selection of a final and satisfactory policy to be recommended. I therefore satisfy myself with a brief statement in this report that *I believe that our government has been forced to face new conditions, brought about by the development of our commercial business, which have emphasized more than ever the economic necessity for water-ways and that the struggle for supremacy in international affairs has made them a vital issue.*

To quote from an able authority whose opinions were recently outlined in one of the leading monthly publications—"the great work nearing completion under the State of Illinois connecting Lake Michigan with the Illinois River and having in view the ultimate creation of a fourteen-foot channel to the Gulf of Mexico, is one that must commend itself to the country as being of immeasurable value;" and as more particularly affecting the future of the canals of Ohio, "The connection of the vast deposits of coal in Western Pennsylvania and Virginia with the iron ore of the Lake Superior region by means of a canal across the portage separating Lake Erie from the Ohio River, should be pushed with the utmost dispatch."

PHYSICAL CONDITIONS.

For the reason that the country has been unusually free from heavy storms and freshets during the past fiscal year, except those of a local character, the canals of the State have suffered comparatively little devastation from these usually recurring causes, leaving the department more free to expend the funds at its disposal for the care and necessary repairs and betterments of the canal, which otherwise it could not do.

I believe that your officers and employees on the line of the canal have at all times exercised excellent judgment in the work performed and economy of expenditure in their care of the State property, and a decided improvement in the physical condition of the public works, as an entirety, has been accomplished during the year.

However, it remains true, as I have stated at length in former reports, that the canals have suffered a slow decay that commenced at the time they were permitted to be leased, and that they are still undergoing constant deterioration which, if not soon arrested, will, in my opinion, lead to irreparable ruin. This gradual decline will continue so long as your department is forced to pursue the policy thrust upon it by insufficient appropriations for the maintenance of the Public Works, which necessitates the patching of structures rather than their substantial reconstruction, and which inspires a want of confidence on the part of navigators, mill-owners and all other parties having financial interests at stake, which to say the least is not wholesome—a policy, in fact, that, "if applied to any of our great railway systems, would result in forcing them into the hands of a receiver without delay."

The past year has been one of unusual drouth; indeed drouth has prevailed in this section for the past three successive years, the rainfall during this entire time, according to Government reports, having been from 30 per cent. to 40 per cent. less than normal.

However, by the exercise of care, navigation and mill and water privileges have suffered very little inconvenience from this cause, except on the north slope of the Miami and Erie Canal from the Loramie Summit to Defiance (a distance of some 70 miles) where navigation was closed about July 1st, the feed from both the Loramie and Grand Reservoirs having been exhausted at that time. Although the Grand Reservoir is one of the largest in this country, the watershed that feeds it is entirely out of proportion, and a new feeder is neces-

sary to assist in supplying the canal, especially during a succession of dry seasons. This can readily be secured without a great expenditure of money by taking advantage of the surplus Loramie Summit run-off, a plan projected by the early engineers, but never put into effect.

The Public Works are at present navigable with the exception of that part of the Southern Division of the Ohio Canal entering Portsmouth and between Dresden Junction and Canal Winchester.

That part of the Miami and Erie Canal between Cincinnati and Dayton and from Toledo to Defiance, permits the hauling of maximum loads.

Coal has been going into Cleveland from the Trenton coal fields over the Northern Division of the Ohio Canal, a distance of 100 miles, in boats loaded with from 70 to 80 tons.

However, nearly, if not every part of the whole system of Public Works could, with a reasonable expenditure of money, be brought to the maximum capacity for boats of 80 tons burden, and if the canals were deepened to a minimum depth of five feet without changing the present size of structures except in depth, it would be quite within the possibilities to increase the carrying load to 100 tons per boat.

For a full statement of the physical condition of the canal and the work that has been done during the season, I beg to refer you to my Sub-Division Reports herein contained.

FINANCIAL STATEMENT.

The receipts of the department for the fiscal year from all sources have been as follows:

RECEIPTS FROM ACTUAL EARNINGS.

Name of Canals.	Tolls.	Rents.	Sale of Land.	Total.
Miami & Erie Canal, extending from Cincinnati to Toledo, including the Sidney, St. Marys and Loramie Feeders.....	\$10,497 05	\$52,077 64	\$ 573 54	\$ 63,148 23
Ohio & Erie Canal, Northern Division, extending from Cleveland to Dresden.....	5,156 29	9,808 63	90 88	15,055 80
Ohio & Erie Canal, Southern Division, extending from Portsmouth to Dresden Junction, and including the Columbus Feeder.	926 98	8,332 18	.....	9,259 16
Making the total receipts from actual earnings placed to the credit of the canal fund.....	.....	.....	.....	\$ 87,463 19

Besides the above, \$3,000.00 was collected from the sale of land at Akron to the Brewster Coal Company and turned into the general revenue fund, which, if it had been placed to the credit of the canal fund, would make the total receipts from the Northern Division of the Ohio Canal \$18,055.80 and which in fact makes the total amount of money derived from all sources, \$90,463.19.

ANNUAL REPORT

RECEIPTS FROM APPROPRIATIONS.

Funds placed to the credit of your Department by appropriations made by the 75th General Assembly:

Board of Public Works.

Salaries of members.....	\$2,400 00
Traveling expenses of members.....	1,800 00
Salaries of Engineers.....	3,600 00
Salary of Secretary.....	1,500 00
Salary of Clerk.....	700 00
Contingent expenses	500 00
Total	\$10,500 00

Miami and Erie Canal.

All of its earnings and balances:

For locks between Cincinnati and Dayton.....	\$ 5,000 00
For improvement of Miami River Dam at Middletown and Mad River Dam at Dayton	1,500 00
For strengthening three arch culverts at Franklin, and Holt's Creek culvert	3,000 00
For dredging the canal between Cincinnati and Dayton.....	10,000 00
For continuing permanent improvement of stone walls in Cincinnati.	20,000 00
Earnings as above stated.....	63,148 23

Total to the credit of the M. and E. Canal..... \$102,648 23

For the Northern Division of the Ohio Canal.

All of its earnings (see statement).....	\$15,055 80
Appropriation	20,000 00
For the improvement of the Summit County Reservoir.....	4,500 00
For repairing embankment of Walhonding Dam.....	500 00

Total to the credit of the Northern Division Ohio Canal..... \$40,055 80

For the Southern Division of the Ohio Canal.

All of its earnings (see statement).....	\$ 9,259 16
Appropriation	15,000 00

Total to the credit of the Southern Division Ohio Canal.....\$24,259 16

Balances.

Balances on hand November 15, 1901, from funds appropriated by the 74th General Assembly which were held for security for work that was in process of construction under contracts:

For the permanent improvement (canal walls) of the Miami and Erie Canal between Cincinnati and Dayton.....	\$22,624 04
For dredging the Miami and Erie canal between Cincinnati and Dayton	8,585 36

For the rebuilding of Providence and Independence dams, set aside by the Board of Public Works	103 16
For salaries, expenses, etc. of Board of Public Works.....	2,573 16
For general repairs Miami and Erie canal	2,792 22
For general repairs Northern Division Ohio canal	1,233 94
For general repairs Southern Division Ohio canal	8,436 39
Total	\$46,348 27

Recapitulation.

Total amount of receipts from earnings, special appropriations and balances from all sources for the fiscal year 1901:

Appropriation Board of Public Works	\$ 10,500 00
Appropriation and earnings Miami and Erie canal	102,648 23
Appropriation and earnings Northern Division Ohio canal	40,055 80
Appropriation and earnings Southern Division Ohio canal	24,259 16
Balance on hand November 15, 1901.....	46,348 27
	\$223,811 46

Difference between amount transmitted by collectors to treasurer, but not yet available to this department on November 15, 1901, and the amount so transmitted, but not yet available on November 15, 1902	\$ 1,201 84
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To be accounted for for fiscal year 1902\$222,609 62

Disbursements for the Fiscal Year.

For a full and complete account of the expenditures of the department for the fiscal year ending November 15, 1902, I beg to refer you to your Secretary's report of even date herewith giving an itemized statement of all expenditures, and to the State Auditor's report of the financial affairs of the department, and submit herewith for your convenience and ready reference, an abstract of your expenditures as follows, to-wit:

Abstract of Expenditures.

By checks issued by the President of the Board of Public Works during the fiscal year ending November 15, 1902, for salaries and traveling expenses of three members of the Board, salaries of Engineers, Secretary, Clerk and for contingent expenses for office.\$ 10,491 62

Miami and Erie Canal.

Paid to Charles Cooper, Superintendent of Repairs between Cincinnati and West Carrollton, a distance of 57 miles:

For maintenance and repairs.....	\$ 17,326 26
For permanent improvement, stone walls.....	18,429 72
For dredging	16,039 56
For State dam at Middletown.....	1,248 04
For locks between Cincinnati and West Carrollton.....	4,210 03
For Carthage and Lockland aqueducts (by President's check to King Bridge Co.).....	6,599 00
Total	\$ 63,852 61

Paid to John O'Connor, Superintendent of Repairs between West Carrollton and New Bremen, including the Sidney feeder, a distance of 80 miles, and the Lewistown and Loramie reservoirs:

For maintenance and repairs.....\$ 17,160 36
For dredging between West Carrollton and Dayton..... 1,967 90

Total\$ 19,128 26

Paid to H. W. Meacham, Superintendent of Repairs between New Bremen and Toledo, a distance of 121 miles, including the Grand reservoir:

For maintenance and repairs.....\$ 22,644 58

Total\$ 22,644 58

Total expenditure for the Miami and Erie canal\$105,625 45

Southern Division of the Ohio Canal.

Paid to F. C. Dietz, Superintendent of Repairs between Lockbourne and Dresden Junction, a distance of 71 miles, including the Buckeye Lake reservoir:

For maintenance and repairs.....\$ 8,235 28

Paid to George H. Watkins, Superintendent of Repairs between Columbus and Portsmouth, a distance of 100½ miles:

For maintenance and repairs.....\$ 19,500 43

Total expenditure for the Southern Division Ohio canal\$ 27,735 71

Northern Division of the Ohio Canal.

Paid to Charles H. Geldel, Superintendent of Repairs between Dresden and Wild Cat Basin, a distance of 76 miles, and 7 miles of Walhonding canal:

For maintenance and repairs.....\$ 11,039 00
For repairs on Walhonding dam embankment..... 500 00

Total\$ 11,539 00

Paid to W. M. Hiltabidle, Superintendent of Repairs (retired from office May, 1902,) between Cleveland and Wild Cat Basin, a distance of 73 miles, including Portage Lake reservoir:

For maintenance and repairs.....\$ 17,299 75
For improvement Portage Lake reservoir..... 1,911 57

Total\$ 19,211 32

Paid to Chas. Hatch, Superintendent of Repairs (successor to Superintendent Hiltabidle):

For maintenance and repairs.....\$ 9,241 50
For improvement Portage Lake reservoir..... 2,588 43

Total\$ 11,829 93

Total expenditure for Northern Division Ohio canal\$ 42,580 25

Balances in the Several Funds on Hand November 15, 1902.

Miami and Erie canal	\$ 5,031 43
Ohio canal, Northern Division	686 85
Ohio canal, Southern Division	2,662 46
Permanent improvement M. & E. canal between Cin'tl. and Dayton...	596 81
Dredging M. & E. canal between Cincinnati and Dayton.....	577 90
Rebuilding Providence and Independence dams	103 16
Repairing locks between Cincinnati and Dayton	789 97
Improvement Miami river dam	251 96
Building walls in Cincinnati	19,898 51
Repairs Franklin and Holt's creek culverts	3,000 00
Salaries of members, etc. of board of Public Works	2,577 54

Total balances in your several funds at end of fiscal year\$ 36,176 59

RECAPITULATION.

Summary of Disbursements and Balances for Fiscal Year 1902.

By checks issued by President for salaries of members, etc.....	\$ 10,491 62
By disbursements for Miami and Erie canal	105,625 45
By disbursements for Southern Division Ohio canal	27,735 71
By disbursements for Northern Division Ohio canal	42,580 25
By balances in the several funds November 15, 1902.....	36,176 59

Total\$222,609 62

The Miami and Erie Transportation Company.

Supplementary to the statement contained in my annual report of one year ago, I have the honor to submit the following regarding the operations of the Miami and Erie Canal Transportation Company, a corporation duly organized under the laws of the State of Ohio for the installation of a system of transportation by electricity, said company being the assigns of the lease and contract dated March 26, 1901, executed by the Board of Public Works and Thomas N. Fordyce and approved, on April 3, 1901, by the Governor and the Attorney General, said lease granting to said Fordyce and his assigns the right to construct and maintain for a period of 30 years along the Miami and Erie canal all the necessary facilities for propelling boats or other craft on said canal by electricity, either by poles and overhead wires or by traction power along the berme bank or towing path of said canal.

Specifications.

In addition to the general specifications for the construction and equipment of the electric transportation plant, which His Excellency, the Governor, and your Honorable Board did me the honor to make a part and parcel of the contract and lease entered into, the following additional specifications were, at my request, adopted by a proper resolution of your Honorable Board at your meeting held at this office on December 11, 1901, to-wit:

In all new embankments, or in fills made in widening old worn embankments, the specifications used in the original construction of the canal shall govern, except in cases where it is deemed advisable by the engineer to permit the substitution of masonry walls or pile protection, and where the use of such walls and piling will not impair the stability of the work or diminish the full cross-sectional area of the canal.

All walls and piling construction shall be maintained at the cost of the lessee or his assigns.

All swing bridges that may be built for the accommodation of the Fordyce plant, shall be built and maintained by said lessee or his assigns, and shall be operated at his expense or that of his assigns.

Wherever, in the opinion of the Engineer, it may become necessary for the protection of the canal, the grade for track construction shall be established to a height above the standard two feet grade to meet the special requirements.

The establishment of grades either above or below the two feet standard, shall be shown by plans and profiles, the same to be properly approved by the Engineer.

It is understood that no grades for track construction under bridges shall be established below the surface of water in canal levels when at standard height.

Any damage that may accrue to the canal by reason of any faulty workmanship, or from any inattention on the part of said lessee or his assigns, shall be paid by said lessee or his assigns according to the rules and restrictions of the Board of Public Works of Ohio and the statutes of Ohio in such case made and provided.

It is understood that the State reserves the right to change these special specifications and any of the plans hereto attached, when the making of changes may in time prove to be necessary for the betterment of the canal and may be conducive to its economical operation, and when such changes will not be inconsistent with the contracts and agreements heretofore entered into by the State with said lessee and his assigns.

The special specifications above recited and the plans hereto attached, shall not be changed or altered with due notification to said lessee or his assigns, and any change made shall be made in accordance with the provisions herein contained, and shall bear its special date, reference and proper approval.

The specifications, take them all in all, are, I believe, forcible enough and amply sufficient to protect the State in the construction of the electric transportation plant in every detail.

Condition and Operation of Plant.

With the exception of constant contention with the M. & E. Canal Transportation Company regarding the proper ballasting of their tracks for the travel of animals towing boats, I believe that this department has no special complaint to make against the condition of the property or the operations of the company in the installation of their plant.

In many respects your officers have been materially assisted by the company, not only by the personal services of their officers in charge, but by labor and material furnished by them for repairs, and by their building new structures for the betterment of the canal which otherwise would have had to be done by the State, and yet in no way has the State contracted for or paid out money to assist in any manner the work being done by the Transportation Company, the latter being in accordance with a condition of the agreement entered into which has been strictly adhered to.

In justice to the company in their association with this department, I deem it but proper to say that they have made many repairs and have done much toward the betterment of the canal proper and its general physical condition which they were not compelled to do under the terms, conditions and specifications contained in their contract with the State, and in many instances have saved the State considerable labor and the expenditure of money for the repairs and betterments so made which would have been required on the part of the State in the very near future.

Services of this kind worthy of note in this report, are as follows, to-wit:

Dredging at Cincinnati.

By an arrangement entered into August 25, 1902, the company were loaned a state steam dredge and since that time to the date of this report (December 20, 1902), have continued to operate the dredge in the prosecution of their work, at their own expense except for fuel and repairs. Much of the dredging which they have done it would have been necessary for the State to do during the coming season, and in the judgment of your Superintendent of Repairs, the State has thus been saved an expenditure of \$3,000.00 for this purpose.

Beside the work which they have done and which they have in progress, the company have saved the state materially in making the following repairs and improvements, to-wit:

The building of the canal walls in Cincinnati between Twelfth and Elm streets, in which the company assisted to the amount of \$647.79, for which they have been charged in my final estimate made Henkel & Sullivan, contractors, under date of July 1, 1902.

The leveling down to normal grade of the towing path banks, which were in some places found to be heaped up by dredgings by the state to a height of from four to six feet.

The widening and strengthening, jointly with the state, of embankments and the protecting of the foundation of the Carthage aqueduct pier, besides the building of a number of concrete weirs to take the place of old timber construction.

I respectfully cite these items in substantiation of my recommendation repeatedly made to your Honorable Board that so long as the company strictly observe the various conditions and stipulations contained in their contract and lease and conform with the law in their operations, they should be given due credit and accorded just and equitable treatment in their dealings with this department.

Condition and Progress of Work.

That portion of the plant between Cincinnati and Hamilton, a distance of 28½ miles, is now in such a condition that the company are able to operate successfully temporary electric locomotives for propelling canal boats between these points. These temporary motors were installed, according to a statement made to me by the company, for the reason that the Westinghouse Company have disappointed them in the delivery of permanent electrical equipment, which in fact they do not expect to put into service for some two months.

The company have, up to this date, performed the following work (and in this connection I beg to refer you to my annual report of 1901 and subsequent reports made to your Honorable Board during this year), to-wit:

Grading.

The grading is all complete between Cincinnati and the north corporation line of Dayton, a distance of 68 miles, with the exception of that portion through Dayton and Middletown.

Bridge Work.

The new towing bridge at the Mitchell avenue aqueduct at Cincinnati, has been completed.

The Twelfth street swing bridge is in place and nearly completed ready for use.

Temporary swing bridges across the canal are in place at Carthage and Flockton and permanent bridges at these points are promised for early spring navigation.

The company inform me that satisfactory arrangements have been made with the County Commissioners of Butler and Hamilton counties for widening many of the canal bridges through these counties which will not only be essential to the proper construction of the tracks of the company, but when done will be of material benefit to the canal proper.

Concrete Walls Underneath Bridges.

Twelve of the necessary concrete walls under the bridges have been completed, making a total of about 4,800 feet of walls.

Widening Embankments.

A considerable amount of work has been done toward widening and strengthening the canal banks since my last annual report, particularly in Hamilton. Three miles of piling has been put in for this purpose.

Masonry.

Masonry for piers and abutments has been put in place at numerous points, and among others for the following structures, to-wit: Four wasteways and gates south of Crescentville, two near Port Union, one above Flockton, the aqueduct at Hamilton, waste-gates south of Hamilton, waste-gates at Woodsdale, abutment on Gregory creek at Excello, and abutment on Dick's creek at Amanda.

Track Laid.

The track is all laid from Cincinnati to Hamilton and from Hamilton to Dayton with the exception of a stretch of one mile just north of Hamilton and that portion through Middletown and Miamisburg, and from West Carrollton to Dayton, leaving 15 miles to be completed.

Bonding.

Twelve miles of bonding has been completed to date.

Wires.

Feed wires, trolley wires and telephone wires have been strung from Cincinnati to Amanda.

Poles.

The pole line has been completed from Cincinnati to within six miles of Dayton, with the exception of that portion through Middletown and Miamisburg.

Material on Hand.

All material is on hand for the completion of the work from Cincinnati to Dayton with the exception of a few odds and ends which it is difficult to obtain on account of the great demand for such material.

Work North of Dayton.

Surveys have been completed for the work north of Dayton from Toledo to a point 85 miles south of there. Plans for this work have been partially completed, but have not as yet been submitted.

Canal Boats.

The company have leased the Lockland dry docks and are now building boats at the rate of about two per month, and now have about twenty-six boats in service. They have bought a number of boats from other canal boat companies and are having the same repaired and put into service.

Depot.

A large freight depot has been constructed in Cincinnati between Walnut and Main streets, upon the canal bank, which is now being used for the company's freight business.

Sub-Stations.

Sub-stations are being erected upon state property at Rialto and that near Spring Grove cemetery in Cincinnati.

The station near Spring Grove is nearly completed and the Rialto station will be completed within one month.

The sub-station machinery is all on hand and its installation will be begun within a few days.

The manager of the company states in his report under date of November 24th, that his company expect to be operating from Cincinnati to Dayton by early spring, unless prevented from so doing by injunction suits.

The freight business now being done by the company exceeds their estimates, and they state that they are convinced that within a year all parties interested will be more than satisfied with the results they will be able to show.

Tolls on Materials and Supplies Used in Construction by the Miami & Erie Canal Transportation Company.

Under date of July 1, 1901, your then Acting Commissioner of the Miami and Erie canal, by authority of your Honorable Board, issued his order to the several collectors at Cincinnati, Lockland and Middletown, that all materials, supplies and other merchandise intended to be used in the construction of the Miami & Erie Canal Transportation Company's traction road along the Miami and Erie canal, together with machinery, tools, etc., employed in the work, should be carried free of canal tolls until the matter could be finally adjusted by the Board.

As nearly as can be ascertained at this time the following material has been shipped over the canal without charge by your several collectors in conformity with said order to-wit:

Articles Cleared at the Ports of Cincinnati and Lockland to November 15, 1902.

45,440 standard railroad ties.
2,310 tons steel rails.
1,470 telegraph poles.
14,780 splice bars.
126,000 lbs. spikes.
42,000 lbs. bolts.
4,410 cross arms (wood).
1,470 cross arms (iron).
12 boat loads gravel.
10 boat loads cinders.
Besides the above, glass and other sundries.

Considerable material of like nature has passed north of the port of Middletown, the revenue from all of which would amount, to November 15, 1902 (if the regular tolls had been charged), to about \$1,000.00 in money, and which is respectfully reported for your final adjustment with the company.

Rebates on New Boats of The M. & E. Canal Transportation Company.

With respect to the application of the M. & E. Canal Transportation Company bearing date of October, 1902, for rebates in tolls on new boats built by said company, and which were in operation at that date, I have to report that formal certificates of rebate were issued to the following named and numbered boats, viz: "The Miami & Erie Canal Transportation Company, Nos. 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40 and 42," it having been found that these boats were built in accordance with the stipulations of House Joint Resolution No. 21, adopted March 30, 1888, and the owner entitled to the benefits of the provision of said resolution in the sum of \$200.00 for each boat; the certificate having been properly executed in conformity with your formal action, and the sum of \$200.00 ordered credited to each of said boats.

I beg to say in this connection, that if these rebates, amounting in all to \$2,400.00, be earned and credited the coming season, as in all probability they will be, and if other boats now being built and those subsequently built be allowed the same rebate, it will affect materially our cash payments received for tolls the coming season; and as it is important to secure for the canal as large earnings as possible, especially for the next fiscal year (not only for the sake of the showing to be made in your report to the next Legislature, but for the purpose of increasing our resources for repairs and betterments to the canal), I would respectfully recommend that some arrangement be entered into with said Transportation Company, if possible, by which one-half of the rebates granted to their boats may become available on or before November 15, 1903, the end of the present fiscal year, and the other half in the year 1904.

Injunction Suits.

As the work under contract and lease with the Miami and Erie Canal Transportation Company has been materially interfered with by a number of injunction suits, I deem it proper to give herewith a list of such cases brought against the company in the counties of Hamilton, Butler, Warren and Montgomery, and the results of the same, to-wit:

Butler County Common Pleas Court.

Frederick Schelly et. al. vs. The M. & E. C. T. Co., No. 20,807. Injunction to restrain defendant from laying their tracks on the towing path, claiming the same to be a public highway. Still pending.

Elizabeth Messner vs. The M. & E. C. T. Co., No. 20,930. Injunction to restrain defendant from laying their tracks on canal bank through the city of Middletown, claiming same is a street. Decided in Common Pleas Court. Judgment for the defendant. Tried in Circuit Court and decision not rendered.

Wm. S. McCracken vs. The M. & E. C. T. Co., No. 20,965. Injunction, claiming the towing path to be only twelve feet wide. Tried in Common Pleas Court. Judgment in favor of the defendant. Now pending in Circuit Court.

J. Wesley Morris vs. The M. & E. C. T. Co., No. 20,973. Injunction, claiming the towing path of the canal. Judgment for defendant.

George Hasler vs. The M. & E. C. T. Co. Injunction. Pending.

The Cincinnati & Dayton R. R. Co. vs. The M. & E. C. T. Co., No. 21,287. Injunction enjoining the company from crossing the tracks of said railroad company on canal property. Settlement agreed upon.

Elizabeth C. Hatfield vs. The M. & E. C. T. Co., No. 21,291. Injunction, claiming to own the canal. Pending.

Howard Young vs. The M. & E. C. T. Co., No. 21,294. Injunction.

Mary R. Reeder vs. The M. & E. C. T. Co. Suit for damages, claiming damage to property by cutting trees on canal property. Pending.

Hamilton County.

Virginia Dunn vs. The M. & E. C. T. Co. Injunction to restrain defendant from cutting down trees growing upon canal property. Case tried. Judgment for defendant.

Montgomery County.

County Commissioners vs. The M. & E. C. T. Co. Injunction to restrain defendant from putting down its tracks on the towing path, claiming the same is turnpike road. Case tried in Common Pleas Court and judgment for defendant. Appealed to Circuit Court and pending therein.

Village of Miamisburg vs. The M. & E. C. T. Co. Injunction, claiming the work to be on the streets of the village. To be heard at the January term of Court.

Warren County.

County Commissioners vs. The M. & E. C. T. Co., claiming canal is on turnpike road. Has not been heard.

In all of the above cases the controversy is about the line between the State property and abutting property, and in all of the cases tried in the Common Pleas Courts of Hamilton, Butler and Montgomery counties, before three different Common Pleas Judges, the attorneys of the company have been able to prove that the State of Ohio owns considerably more land in connection with its canal than has heretofore been claimed, and they will, I confidently believe, be able to maintain their position as to the title of the land clear through to the Supreme Court.

Although this litigation has not resulted in fixing the boundary line between the State's property and that adjoining it, it has been the means of gathering together abundant evidence that will in many cases establish the line between the property of the State and that adjacent when proper suit is brought for that purpose, all of which will inure, indirectly at least, to the benefit of the State by determining the title to canal lands.

Maps of The M. & E. Canal Transportation Company.

The general specifications for the construction and equipment of the M. & E. Canal Transportation Company's plant require, among other things, that "as the work progresses the lessee shall furnish to the engineer plans, on sheets of a uniform size, for permanent binding, and detail drawings, showing all track and overhead construction, and all other construction and equipment to be installed on State property throughout the entire length of the canal between Cincinnati and Toledo," the substance of which is provided for in said specifications.

Since the date of my last annual report (when general plans for the construction of the plant between Cincinnati and Hamilton had been approved) complete plans for the construction of said plant between Cincinnati and Dayton have been approved by your honorable board and the chief engineer, in conformity to the lease and contract entered into, said approved plans together with the complete specifications attached all being contained in five folios of blue prints of 296 pages, 20 x 40 inches in size, which are substantially bound and filed in this office as a part of the records in the case.

The Transportation Company have, for some time, had an engineering party in the field surveying the canal property between Dayton and Toledo, but to this date they have not submitted their survey maps for approval. It is expected, however, that the company will commence actual operations on this division of the canal during early spring.

By its petition addressed to your honorable board under date of October 14, 1902, the company requested that they be permitted to build their tracks in the city of Dayton from the junction of the two canals near Sixth street to Monument avenue on the west or berme side of the canal between the points named, instead of on the east or towing path side as they were authorized to do under your action of February, 1902, claiming that by said change from the towing path to the berme side of the canal, a saving would be effected of the cost and inconvenience of two swing bridges which it would be necessary to construct according to the original plans. I would respectfully recommend the granting of the said petition, inasmuch as I believe that the change would be conducive to the efficient operation of the canal, both by the company and by the State, and that it would accomplish a saving in cost, not only of the swing bridges, but of the general maintenance of the canal property.

Sub-Division Reports.

For a description of new work and repairs made during the fiscal year, reference is hereby made to the following summary of each of the sub-divisions including cost of maintaining each, recommendations for betterment and maintenance of each, the name of each Superintendent of Repairs, Section and Dredge Foreman, with postoffice address and the time of service of each in the capacity designated, and such other information relating to the department as is deemed of interest.

In this connection I take great pleasure in calling your attention to the carefully prepared annual report of each of your Superintendents of Repairs on file in this office, showing the condition and operation of his respective sub-division.

I beg also to call your especial attention to that part of this report, and to those portions of the reports of your several superintendents, relating to betterments and repairs needed on the Public Works for the coming season, and recommendations that same be made.

The repairs and betterments mentioned you will find numerous and of diversified character, not a few requiring a large expenditure of money; taken altogether they would necessitate an outlay far in excess of your anticipated receipts and for which it would be quite beyond the ability of your department to furnish the funds. *Therefore in attempting to maintain the great Public Works of Ohio with insufficient means, your department will be left no alternative but to follow the old "penny wise and pound foolish" policy, which, unfortunately, it has been forced to pursue too long, and which, if continued, must, in the near future, lead to the utter annihilation of the entire institution.*

In concluding this report by submitting herewith the reports of the subdivisions referred to above, it again gives me pleasure to commend the integrity, energy and faithful service of your Assistant Engineer, Secretary, Clerk and your several officers on the line of the Public Works, and to extend to your honorable board my thanks and the assurance of my appreciation of your kind consideration and encouragement at all times tendered me in the discharge of my official duties.

I also beg the pleasure of acknowledging in this report the kind and courteous treatment of the Ohio Canal Commissioners and of the Special Canal Commissioners recently appointed by the Governor by authority of an act passed by the last General Assembly.

ANNUAL REPORT OF REPAIRS.

Made on Sub-division No. 1, Grand Division No. 1, Ohio Canal, during the year ending November 15, 1902.

CHARLES HATCH,
Superintendent of Repairs,
Peninsula, Ohio.

This sub-division extends from Cleveland on the north to Wild Cat Basin on the south, a distance of seventy-six (76) miles.

FOREMEN.

C. R. Stebbins, foreman Repair Boat No. 1, one years' service, Peninsula, O.

J. I. Johnston, foreman Repair Boat No. 2, three years' service, Akron, O.

John Moore, foreman Repair Boat No. 3, seventeen years' service, Canal Fulton, Ohio.

A. L. Pollock, foreman of Dredge, one years' service.

W. M. Hiltabidle, foreman Reservoir and water boss, Akron, O.

There are on this sub-division three repair boats, one steam dredge and boarding boat, and one mucker, six horses and mules and a pretty full equipment of tools and appliances, a report of which is on file in the office of the Board of Public Works.

LOCKS.

Repairs were made on the locks on this sub-division as follows: All locks were emptied and cleaned of sand and gravel. New flooring was put in the bottom of Lock 20, Peninsula, Deep lock, Upper Portage lock, Clinton upper and lower lock and Johnny Cake lock. The walls of the Seventeen-mile lock, Boston lock, Feeder lock, Lonesome lock, Deep lock, Johnny Cake lock, locks numbered 2, 8, 12, 14, 21 and the lower Clinton lock were all aligned up and a new mitre sill was placed in lower end of the lower Clinton lock.

The walls of Johnny Cake lock, Portage upper lock, lock No. 20 were repaired. A new mitre sill was placed in the upper end of lock No. 1.

LOCK GATES.

The valves of all gates on this sub-division were repaired and new chafing plank were placed in position.

Twenty (20) new balance beams were placed in position.

Four thousand (4,000) feet of new plank were used in repairing old gates. Fourteen new valves were put in old gates and four new valves placed in new gates. New gates were placed in lower Clinton lock and one pier taken to the Navarre lock. And repairs made to other lock gates.

CANAL BANKS.

Three and one-half ($3\frac{1}{2}$) miles of towing path bank were raised on an average of eighteen (18) inches and one and one-half ($1\frac{1}{2}$) miles of berme bank were raised an average of one (1) foot. All breaks in canal banks, of which there were a number, were repaired. About 400 tons of protection stone were placed near the pumping station and about 100 tons of protection stone were placed in position about lock 17 (North). About 80 tons of protection stone placed on the towing path above Navarre.

CULVERTS.

All culverts on the sub-division were kept free of debris. The culverts on the Fulton level and on the Ten Mile level were each repaired.

AQUEDUCT.

The walls of the Eight (8) mile aqueduct were repaired. The Wolf creek aqueduct received repairs. The Johnny Cake aqueduct received some repairs.

WASTE WEIRS AND TUMBLES.

All tumbles around locks were repaired as needed.

All high water waste weirs were repaired.

WASTE GATES.

The water gates at Cleveland, on the Eight (8) mile aqueduct, Long Pinery at Massillon, and at Navarre were each repaired.

TOWING BRIDGES.

The towing bridge above the Eleven (11) Mile lock, above lock No. 14, was built new. The bridges at locks 10, 11, 12, 15, 16 and 17 were repaired, a new towing path bridge was built over Beaver run, a new change bridge was built over Clinton lower lock. The towing bridges at Clinton, Wolf creek and Navarre were repaired. The float bridge at Summit lake was thoroughly repaired.

FOOT BRIDGES.

Two new foot bridges were built and several repaired during the past season.

DAMS.

The dam at Brecksville was raised twelve (12) inches. The dams at Peninsula at lock 21, at Clinton creek, at Fulton and at Millport feeder were repaired.

WEEDS AND BRUSH CUT.

Weeds were cut from the towing path of the canal the entire length of the sub-division, and the weeds and brush were both cut a distance of about twenty miles on the berme bank.

BOATS REPAIRED.

State Repair Boat No. one (1) was painted and caulked.
State Repair Boat No. two (2) was put on dry dock and caulked.
State Repair Boat No. three (3) was put on dry dock and caulked.
The State's mucker was rebuilt at the Akron dry dock.

MISCELLANEOUS REPAIRS.

Three hundred (300) muskrat holes were filled.
The catch basin at Cemetery run at Massillon was cleaned, removing 300 cubic yards of gravel.
All locks and levels from locks No. one (1) to sixteen (16) inclusive, were cleaned during the spring by washing.
About 44 miles of grass was cut from the channel of the canal.
A new dock was built at Hankey's lumber yard.

REPAIRS NEEDED.

LOCKS.

The Eight (8) Mile lock, Boston lock, Lonesome lock, Peninsula deep lock, Yellow creek lock, locks 4, 11, 14, 21. Fulton lock and Clinton guard lock need repairs of the masonry.

LOCK GATES.

The gates to the Outlet lock, and three of the Weigh lock need more or less repairing.
There are required 16 new gates to be placed in position.

CANAL BANKS.

There needs be about ten (10) miles of canal banks raised on this subdivision during the coming season.

CULVERTS.

The culvert on the level above the Eleven Mile lock, the culvert below Wallace's lock, the culvert on the Boston level, the culvert on Johnny Cake level south of Peninsula and the culvert at Massillon all need repairing and the latter should be rebuilt.

WASTE WEIRS AND TUMBLES.

The tumbles at the Eleven (11) Mile and the Twelve (12) Mile locks should be rebuilt entirely new.
The weirs at Kettle Well, Boston, Lonesome and Johnny Cake all need repairing.

WASTE GATES.

The waste gates on Long Pinery, at the Seventeen (17) Mile lock, and at lock No. 21 should each be constructed.

TOWING BRIDGES.

New towing bridges at Pinery flood gates, at Goose pond high water waste-way, below Feeder lock, lock 16 (above and below), below lock 11, below lock 2 and at Navarre lock, should be built.

FOOT BRIDGES.

New foot bridges are needed at locks Nos. 9, 17, 20 and 21, Portage, Yellow creek, Pancake, Johnny Cake, Feeder, Wallace, Seventeen and Twelve Mile and at the Outlet lock at Cleveland.

DAMS.

Seventy-five (75) feet of the east end of the Pinery feeder dam should be rebuilt and the balance of the dam replanked on top.

The west end of the Peninsula feeder dam should be rebuilt.

DREDGING.

The following dredging is recommended to be done, to-wit:

1,000 lineal feet of canal on the five-mile level.

1,000 lineal feet on the eight mile level.

1,500 lineal feet on the eleven mile level.

3,000 lineal feet on the Goose pond level.

300 lineal feet below Lonesome lock.

1,000 lineal feet on the Feeder level.

1,800 lineal feet on Johnny Cake level.

2,000 lineal feet below lock 19.

500 lineal feet above lock 19.

600 lineal feet above lock 18.

The Pancake, Yellow creek and Portage levels should be dredged.

Three miles should be dredged on the Massillon level and two miles should be dredged on the Ten (10) Mile level.

WEEDS AND BRUSH.

The weeds and brush should be cut from the berme bank between Akron and Cleveland, and also from Akron to Wild Cat Basin.

FEED GATES.

One feed gate is needed at lock No. 21.

BOATS.

Repair Boat No. 3 should be rebuilt.

There should be a new boarding boat built for the steam dredge. The dredge needs new swinging chains, and the dipper repaired.

MISCELLANEOUS.

I would respectfully suggest that sluices be placed as follows: On Five (5) mile, on Long Pinery level, on Wolf creek level, two (2) on the Massillon level, one on Ten (10) Mile level, one (1) on Yellow creek level, one (1) on Portage level.

Report of work done under the appropriation of H. B. No. 1059 of \$4,500 "For the improvement of the Summit county reservoir, for building a new outlet lock from Long Lake into the canal, a new safety wasteway at Long Lake, for repairing Tuscarawas river dam and feeder and for dredging Long Lake outlet and reservoir channels."

LOCK.

A new lock complete was built of timber, plank and cement to connect Long Lake with the Ohio canal on the Summit level, thus establishing a navigable route into the lake.

LOCK GATES.

Four new lock gates complete were put in the new lock above mentioned.

CANAL BANKS.

The bank of the Tuscarawas feeder was raised an average of two (2) feet for a distance of one-half ($\frac{1}{2}$) mile beginning at the upper end and extending downwardly.

The levee at the Tuscarawas upper dam was raised an average height of three (3) feet a distance of eight hundred (800) feet. The levee at the lower Tuscarawas dam was raised an average height of two (2) feet a distance of one thousand (1,000) feet.

The bank of the canal along the east side of Summit lake was raised an average of one (1) foot in height a distance of one thousand (1,000) feet.

TOWING BRIDGES.

A new overhead towing bridge was built in the towing path over the channel leading from the canal to Long Lake.

A new towing path bridge was built over the small stream opposite the salt works.

DAMS.

A new dam complete was built across the Tuscarawas river near the Summit feeder from Long Lake.

The upper dam in the Tuscarawas river was repaired.

DREDGING.

The channel leading from the canal to Long Lake was dredged. The steam dredge cleaned out all bars from the canal where it runs through the park.

WEEDS AND BRUSH CUT.

The weeds and brush were cut from the towing path bank the entire distance through the park.

FEED GATES.

A new set of feed gates complete were built with timber, plank and cement in the Summit feeder.

BOATS REPAIRED.

The canal boat "River Mills" was purchased and rebuilt in such manner as to make a State Repair Boat for use in making repairs.

REPAIRS NEEDED.

The Tuscarawas feeder should be cleaned and the banks raised almost its entire length.

A new feed channel should be dredged from the reservoir through to the canal by way of Long Lake so as to facilitate the flow of water.

The levee between the Summit feeder and Waterloo should be raised to sufficient height to prevent the water flowing across the towing path between Long Lake and the canal.

The east bank of Summit lake, which is also the towing path of the canal, should be raised two (2) feet and protected with stone.

ANNUAL REPORT OF THE REPAIRS

Made on Sub-division No. 2, Division No. 1, Ohio Canal, during the year ending November 15, 1902.

CHARLES H. GEIDEL,
Superintendent of Repairs,
P. O. Address, Coshocton, O.

L. P. Wilson, foreman of Repair Boat No. one (1), Newcomerstown, Ohio, 17 years' service.

A. L. Norman, foreman of Repair Boat No. two (2), Roscoe, Ohio, two (2) years' service.

William Squire, engineer of Dredge No. 7, Roscoe, Ohio, 18 months' service, being the successor of Alfred Shoman who resigned July 1, 1901.

This sub-division of the canal includes the following: From Wild Cat Basin on the north to Dresden on the south, a distance of seventy-six (76) miles; the Walhonding feeder from Roscoe to the dam on the Walhonding river, a distance of seven (7) miles; the Trenton feeder three (3) miles in length, and Sugar creek three (3) miles in length, in all eighty-nine (89) miles.

There are on this subdivision two (2) repair boats, one boarding boat, one steam dredge, one steam pump, three (3) horses and one mule. There are also numerous tools and appliances, an inventory of which has been sent to the office of the Board of Public Works.

AQUEDUCTS.

There are four aqueducts on this sub-division:

The Bolivar aqueduct, three spans, total length 170 feet.

The Orange aqueduct, one span, total length 30 feet.

The Roscoe aqueduct, five spans, total length 310 feet.

The Dresden aqueduct, three spans, total length 140 feet.

LOCKS.

There are twenty-eight (28) lift locks on this sub-division, with an average lift of eight (8) feet and four (4) guard locks, in all 32 locks.

DAMS:

There are also four (4) dams, one at Zoar, one near Trenton, one on the Walhonding river six miles above Roscoe and one on Sugar creek near Canal Dover.

REPAIRS MADE.

The north abutment of the Roscoe aqueduct was repaired, requiring ten (10) cubic yards of stone and three (3) barrels of cement. The floor of the towing bridge was repaired.

The Orange aqueduct received new fender timbers and thirty (30) feet of sheeting on the north approach, using two (2) inch plank.

The rods on the Dresden aqueduct were adjusted and other minor repairs were made

BARS REMOVED BY USE OF WHEELBARROWS.

Twenty (20) bars were removed by the use of wheelbarrows and two (2) by the use of the hand dredge, removing in all sixteen hundred and eighty-five (1,685) cubic yards.

BANKS RAISED.

The total length of canal banks raised during the past season was three thousand eight hundred and forty-five (3,845) lineal feet.

BREAKS IN CANAL BANK REPAIRED.

There were only five (5) small breaks in the canal banks during the past year, requiring about 200 cubic yards of earth to make the necessary repairs.

BRIDGES.

The bridge at Cascade mills was replanked where necessary. A new bridge was built over the sluice way at Suddam's lock.

BRUSH CUT.

The brush was cut from sixty-six (66) miles of the towing path from four miles of the berme bank of this sub-division of the canal.

CULVERTS.

One end of the culvert at Stone creek twenty-three (23) feet in length, was rebuilt and repaired, requiring 1,200 brick and 50 barrels of cement.

The culvert at McGuire's was repaired, requiring the use of 15 cubic yards of stone and three barrels of cement.

The culvert at Ross run south of Newcomerstown, received the necessary repairs. All culverts on the sub-division were cleaned from all debris several times during the past season.

DAMS.

The dam across Sugar creek received the necessary repairs. The dam at Zoar was repaired using 200 yards of rip rap in addition to the old stone and re-graveling the same.

The Walhonding dam received the necessary repairs.

DOCKS.

All the coal docks on this sub-division were put in repair.

DREDGING.

On account of the heavy rains in the spring, dredge No. 7 did not get to work until May 1st last.

The north half of the sub-division had many bars in the canal, all of which had to be removed by barrows, necessitating the withdrawal of the water from the canal which for the time prevented the use of the steam dredge. The steam dredge did good work after starting. The work extended from Roscoe to the Orange level, removing in this distance, from May 1st to November 15th, 77,666 cubic yards of material from the canal at a cost of 1½ cents per cubic yard.

LOCK GATES.

Locks Nos. 10, 19, 20 and the gravel locks at Trenton and the Walhonding feeder each received one pair of new gates and fender planks.

The gates of locks Nos. 9, 11, 13, 15, 17 and 19 were repaired. Locks Nos. 8, 10, 16, 19, 21 and 24 received new balance beams.

LOCKS.

Lock No. 26 received two new mitre sills and the walls were repaired. The chamber walls of locks Nos. 7, 8 and 25 were set back in line and repaired. The head walls of lock No. 10 were set back and repaired. The chamber walls of locks Nos. 12, 18 and 20 were repaired with timber. The tumble walls of locks Nos. 7 and 13 were rebuilt entirely with stone, brick and cement. Locks Nos. 19 and 21 received new snubbing posts.

FLOOD GATES.

New flood gates were built at Sugar creek dam and near Wild Turkey lock. A new breast wall was put in the Walhonding tumble at Roscoe, requiring 2,816 feet of lumber.

SLUICE WAYS.

A new sluice way was built on Patterson's level below Suddam's lock.

STONE PROTECTION.

Sixty (60) cubic yards of rip rap protection stone was placed at the sluice way at Suddam's lock. Fifty (50) cubic yards of protection stone was placed at the approach to lock No. 21.

The new State embankment near Walhonding dam was protected with 500 cubic yards of rip rap and a like quantity of brush and 3,500 feet of two inch plank at a cost for labor and material of \$1,000.00.

WASTE WEIRS.

The waste weirs on the Six (6) Mile level north of Canal Dover at Sugar creek, New Castle, lock No. 17, Fort Washington and Glasgow levels, and on the Walhonding feeder were each repaired.

CATCH BASINS.

One new catch basin was built at Huff's bar on the Orange level and one on the Trenton level.

The forebay used for conveying water around Suddam's lock was cleaned by removing three hundred (300) cubic yards of earth and a rip rap wall fifty (50) feet in length was built.

REPAIRS NEEDED.

The Roscoe aqueduct needs extensive repairs. New iron angle blocks are needed in nearly all cases and the decayed timbers removed from the upper chords and covered.

TOWING BRIDGES.

A new towing bridge should be built at Hardesty's mill on the Canal Dover level; and the towing bridge on the Roscoe aqueduct should be re-floored.

CULVERTS.

The mouths of the two culverts on the Sugar creek level and the one on the Two (2) Mile level south of Newcomerstown should be repaired.

DAMS.

The dam across Sugar creek should be rebuilt and protection piling driven on the upper side to prevent boats from drifting onto the dam.

The east part of the Trenton dam should be rebuilt and the west part re-aligned and sheeted. The Walhonding dam should be re-sheeted the entire length and the breast walls repaired. The north half is in a dangerous condition.

LOCKS.

The walls of locks Nos. 17 and 18 should be repaired.

Locks Nos. 14, 17, 27 and 28 each need one pair of new gates.

Locks Nos. 7, 8, 9, 29 and 30 need two new balance beams each.

Locks Nos. 10, 11, 12, 14, 18, 19, 24 and 25 should be unwatered and new floors and new mitre sills put in place.

SLUICE WAYS.

Two new sluice ways should be built, one on Negro basin level south of Trenton, and one on the Two (2) Mile level north of Canal Dover.

WASTE WEIRS.

There should be three new waste weirs built, one on the Six Mile level south of Zoar, one on lock No. 17 level and one at Port Washington.

MISCELLANEOUS REPAIRS NEEDED.

The Walhonding feeder needs to be dredged its entire length.

The boilers on dredge No. 7 will require careful inspection and repairs to insure its safe condition before it is put at work the coming season.

MISCELLANEOUS.

The dredge and tender or boarding boat were put in repair before the season began at a total cost of \$553.16.

All catch basins were cleaned, ditches dug, five (5) sunken boats were raised, logs and trees removed from the canal that had been blown in and 2,450 lineal feet of dredging on the canal bank leveled.

The stage of water maintained for boating throughout the season has been excellent, no complaint from mill men or boatmen was made. The coal traffic during the season has been good.

ANNUAL REPORT OF REPAIRS

Made on Sub-Division No. 3 Grand Division No. 2, of the Ohio Canal during the year ending November 15, 1902.

C. F. DIETZ, *Superintendent*,
Zanesville, Ohio.

Because of the meager available appropriation, no extensive repairs or new work was undertaken during the year. It has been the aim of the management to maintain this part of the public works with the least possible expenditure.

FOREMEN.

Alexander Richardson, Carroll, Ohio, 22 years' service.

Samuel M. Brown, Newark, Ohio, 5 years' service.

TOOLS AND EQUIPMENT.

There are two (2) repair boats, one (1) scow (12 x 30), three (3) horses, one (1) wagon, and numerous tools and appliances a semi-annual inventory of which is on file in the office of the Board of Public Works.

LOCK AND LOCK GATES.

General care was taken and repairs were made where needed on all the locks and gates at Lockbourne, Groveport, Canal Winchester, Buckeye Lake, Taylors, Fairground, Lockport and Newark. Several new balance beams were added, wickets repaired and the locks cleaned free from silt and debris.

CANAL BANKS.

The canal banks between Lockbourne and Newark have received constant care, have been raised, repaired and strengthened in many places.

The artificial banks of Buckeye Lake were also repaired where the rip rap protection had been displaced by the waves, ice and vandalism. The banks of the Kirkersville Feeder also received the necessary repairs where needed, rendered necessary by floods and the stock of farmers owning land adjacent thereto.

CULVERTS.

All the culverts between Newark and Lockbourne have been kept free of drift. An 18 inch iron pipe was placed under the canal about one-fourth of a mile east of Groveport lock, replacing a wooden culvert at that point.

A 12-inch vitrified sewer pipe culvert was constructed immediately west of Groveport under the canal in place of a wooden box culvert that had broken down. A 15-inch vitrified sewer pipe culvert was placed under the canal at west end of Canal Winchester, replacing an old wooden culvert at same point.

AQUEDUCTS.

The aqueduct over Little Walnut Creek, east of Carroll, received needed repairs, renewing parts, bracing up and cleaning the channel of debris.

There collects a large amount of drift above the aqueduct over the South Fork of the Licking at each recurring freshet, which was removed twice during the past season and burned.

WASTE GATES.

The waste gates east of Little Walnut Creek were badly broken by some unknown person or persons and as often repaired by the State's employes. The water gates west of Carroll were repaired, as were the waste gates of the Buckeye Lake.

DAMS.

The dam at Kirkersville was given a general repairing. The north abutment was repaired and the south abutment rebuilt.

BARS.

Bars that formed in the Kirkersville Feeder were removed by plowing them up and then removing them with scrapers.

WEEDS AND BRUSH CUT.

The weeds and brush were cut from the banks of the canal from Lockbourne to Newark, and the water, moss and grasses were cut and removed from the channel of the canal several times during the past season.

BOATS REPAIRED.

The Newark State boat was placed upon dock at Taylor's Lock, caulked and pitched; also the 12x30 ft. flat boat was caulked and pitched.

REPAIRS NEEDED.

To restore the sub-division to boating condition, thirty of the fifty-three locks will need general repairing, nearly all need new floors, mitre sills, gates and aprons, and the walls repaired.

CANAL BANKS.

The canal banks require repairing and raising in many places between Newark and Dresden Junction, some of the breaks are quite extensive.

ANNUAL REPORT

CULVERTS.

The culverts at Baltimore need general overhauling, as do the culverts between Newark and Dresden, some of which need to be rebuilt and enlarged.

AQUEDUCTS.

The aqueduct over Little Walnut and the one over Raccoon Creek need some repairs. A new aqueduct should be built over the North Fork of Licking in Newark; there should also be a new aqueduct over the Watomika Creek above Frazeyburg.

WASTE WEIRS AND TUMBLES.

Numerous waste weirs will need to be rebuilt west of Buckeye Lake and on the North Fork of Licking Feeder, and many between Newark and Dresden; also a great many of the lock tumbles need to be rebuilt.

WASTE GATES.

Two waste gates should be built between the Reservoir and Newark, one at Basil, and the waste gate at Nashport needs to be rebuilt. Waste gates should be built between the guard lock at Black Hand and Nashport to prevent breakage of the banks in time of flood.

TOWING BRIDGES.

New towing bridges should be built at Lockbourne, Lockville and Licking Lock.

DAMS.

The dam at Basil should be restored, and the dam at Paw Paw Creek, Baltimore, rebuilt.

The dam at Black Hand should be rebuilt to furnish North Fork of the Licking to supply water to the canal at Newark.

The restoration of the Granville and Raccoon feeders would add a good supply for the canal from the reservoir to Newark, which would require a less quantity to be drawn from the reservoir northwardly.

DREDGING.

The canal needs dredging in many places from Lockbourne to Newark in order to maintain a four (4) foot depth of water; all can be done by first loosening the material and removing the same with scrapers.

FEED GATES.

New feed gates are needed at Basil Feeder, Paw Paw Feeder, Granville Feeder, Licking Feeder, at Lockville and Raccoon Creek Feeder.

MISCELLANEOUS.

The Licking Feeder at Newark should be restored to use and the banks and the prism of the channel restored to their full size and capacity throughout.

During the year the usual care of the State's property will be required, the cutting of the weeds and brush from the banks and grass and moss from the channel, and also the usual necessary repairs required from time to time.

ANNUAL REPORT OF THE REPAIRS

Made on Sub-Division No. 4, Grand Division No. 2, Ohio Canal, during the year ending November 15, 1902.

GEORGE H. WATKINS,
Superintendent of Repairs,
Wakefield, Ohio.

This sub-division includes the Columbus feeder, extending from Columbus to Lockbourne, a distance of eleven (11) miles, and the Ohio Canal from Lockbourne to Portsmouth on the Ohio River, a distance of eighty-nine and three-fourths (89¾) miles, making in all a total distance of 100¾ miles.

STRUCTURES ON THIS SUB-DIVISION.

There are on this sub-division 29 lift locks, 13 feed and 2 guard locks, 5 dams, 38 culverts, 12 aqueducts (with a total length of 1,920 ft.) varying in length from 34 feet span at Pee Pee to 440 feet in length at Circleville over the Scioto River.

There are three (3) repair boats, one (1) steam dredge and boarding boat as tender to dredge, one (1) span of mules and two (2) spans of horses, one (1) steam pump, one (1) engine and pile driver. W. H. Kirkendall, foreman Repair Boat No. 1, Circleville, Ohio, 16 years' service.

This section extends from Columbus to Westfall, a distance of 32 miles. Pinckney Brewer, foreman Repair Boat No. 2, Chillicothe, Ohio, 2 years' service.

This section extends from Westfall to Waverly, 38 miles. Charles W. Watkins, foreman Repair Boat No. 3, Waverly, Ohio.

This section extends from Waverly to Portsmouth, a distance of 30¾ miles.

LOCKS.

The guard lock at Columbus was cleaned five times during the season, the four mile lock was cleaned twice, the lift locks at Lockbourne were cleaned three times during the past season.

Extensive repairs were made to the deep lock at Millport. The lower lock, two (2) miles from Circleville, was repaired and the walls re-aligned. The upper lock at Marshfields, above Chillicothe, received extensive repairs; also the lower lock at the same place. The locks at Fourth and Fifth streets, in Chillicothe, the upper lock at Lumbecks, and the upper and middle locks at Three Locks were each cleaned free from silt and debris.

One new mitre sill was placed in the upper Pee Pee Lock and two new mitre sills were placed in the lower Pee Pee Lock, and renewed part of the floor of the lower Pee Pee Lock.

LOCK GATES.

The gates of the Millport deeplock, the four (4) gates of the lower Pee Pee Lock and the gates at the Eighteen (18) Mile Lock were each repaired. A new balance beam was placed on the gates of the lower Pee Pee Lock.

CANAL BANKS.

All breaks in the canal banks on the sub-division were repaired, the low banks in many places raised, the dredging deposited on the canal banks leveled down.

The break in the canal bank at the Pee Pee aqueduct was the most serious break on this sub-division; the filled embankment was about fifty (50) feet base, twenty-six (26) feet deep and forty (40) feet long.

CULVERTS.

The submerged culvert on the Lindsay farm was rebuilt. The Linton culvert, the culvert at the Eighteen Mile Lock, Dark Hollow, State Run, and the culverts at Simpsons and at Devers were all cleaned.

AQUEDUCTS.

Repaired the aqueduct at Circleville, rebuilt one span of the aqueduct at Yellow Bud, made some repairs to the Deer Creek aqueduct, repaired the top chord of the Paint Creek aqueduct, and made the necessary repairs to the aqueducts at Stony Creek, Omega, Waverly and Sunfish Creek.

WASTE WEIRS AND TUMBLES.

Repaired the tumble at the lower Two Mile Lock with brick and cement.

WASTE GATES.

Repaired the waste gate walls on the Two Mile level below Waverly.

TOWING BRIDGES.

Repaired the towing bridge at the Circleville and Yellow Bud aqueducts. The towing bridge at Stony Creek received 30 feet of new flooring and one new bent. The towing bridge at Omega aqueduct was also repaired.

DAMS.

The dam across Big Walnut at Lockbourne received a new crib, a new second breast wall and some new sheeting was placed on the Millport dam. Tomlinson's dam was caulked with stone and gravel. Each of the dams at Millport, Circleville and Tomlinson's were raised by placing strips on the crest during the season of low water, in order to turn a sufficient quantity of water into the canal.

DREDGING.

There was dredged a distance of $2\frac{1}{2}$ miles on the Eighteen Mile level above Chillicothe, also about 300 feet at the new elevator in Chillicothe. The basin at the lower elevator at the C. H. & D. crossing and the Waverly Mill basin and a strip about 500 feet in length south of Paint Creek were dredged.

WEEDS AND BRUSH CUT.

The weeds and brush were cut from the canal banks the entire length of this sub-division.

FEED GATES.

The feed gates at Tomlinson's dam were repaired.

BOATS REPAIRED.

Repair boats numbered 1, 2 and 3 were each repaired.

MISCELLANEOUS.

Repaired the lock house at Four Mile lock with new roof. Repaired floor and kitchen, new brick chimney, drove a new well and put in a pump. Repaired and whitewashed tool house in Chillicothe, and built a new wharf under the Fifth street bridge. There was removed eighty yards of gravel from catch basin at School house bar on the Eighteen Mile level. Aqueducts were caulked where necessary and brush and stone removed from the canal its entire length. Bare were removed from the canal at Mound and Fulton street bridges in Columbus, from canal at T. & O. C. and H. V. railroad bridges, and also at Schiller and Greenlawn bridges in Columbus; from under the Fifth street bridge in Chillicothe, from under Bennett's and Bower's bridges on the Five Mile level; also from under the N. & W. railroad bridge on the Ten Mile level; also at Barnes' bridge below Sunfish, from Starr's bridge and at Bear Creek. The wing of the Pee Pee aqueduct was rebuilt and braced.

REPAIRS NEEDED.

LOCKS.

The lift locks at Lockbourne need new floors and mitre sills. The lift lock at Millport should have about one-half of each wall rebuilt and new floor and new mitre sills. The walls on both sides of the two locks at Marfield's mill, above Chillicothe, should be rebuilt.

The lock at Fifth street in Chillicothe should be unwatered and new floor and mitre sills placed in position.

The lower Lonbeck's lock requires new floors. The middle lock at Three Locks needs new floors. The lock at Waverly should have the walls repaired. Both of the locks at Pee Pee and the Jasper guard lock need their walls repaired. The Eighteen Mile lock, Hordth's lock, Powder Mill lock and the three locks at Union Mills need walls repaired, new floors and new mitre sills. The lock at the elbow of the canal needs to be cleaned free of debris.

LOCK GATES.

One (1) pair of gates is needed at upper end of guard lock at Columbus; one (1) pair upper gates at Lockbourne lift lock; one (1) pair upper gates at Marfield's upper lock; one (1) pair of lower gates at the upper Lonbeck lock; one (1) pair of upper gates at the upper lock at Three Locks; one (1) gate at the upper end of middle lock at Three Locks; one (1) pair of lower gates at Waverly; one (1) pair of upper gates at Jasper guard lock; one (1) upper pair at Hordth's lock; one (1) pair of upper gates at Locks Nos. 1 and 2, and one (1) lower gate at Lock No. 3, Union Mills, and four (4) gates at the Elbow lock.

CANAL BANKS.

The canal banks at Tomlinson's feeder need filling and protecting at East pier.

CULVERTS.

Some of the submerged culverts on this sub-division should be rebuilt and enlarged.

AQUEDUCTS.

The aqueducts need repair as follows: The Circleville aqueduct needs a new trunk. The aqueduct at Yellow Bud, Deer Creek aqueducts need minor repairs. The Deer Creek aqueducts carry five and one-half feet depth of water and would suggest that this depth be reduced one foot so as to lighten the load. The aqueduct at Paint Creek needs new floor the entire length and a new top chord on the south span. The aqueduct over Stony Creek should be replaced by a new one. The aqueduct at Omega needs minor repairs.

The Waverly aqueduct needs new abutments and the present wooden structure should be replaced by a steel structure. The present aqueduct at Sunfish should be rebuilt entirely anew. The aqueduct over Bear Creek needs new siding and new top chords. The south abutment of the Brush Creek aqueduct should be repaired.

WASTE WEIRS AND TUMBLES.

There should be a good waste weir constructed and maintained at Shadesville on the Columbus feeder.

The waste weir at Westfalls should be placed in a better state of repair. The waste weir at Higbys should be placed in good condition.

WASTE GATES.

The waste gates on the Two Mile level below Waverly need new walls and frame work.

TOWING BRIDGES.

New towing bridges are needed at the following places: Shadeville, Lockbourne, Millport and Yellow Bud, Stony Creek and Sunfish Creek aqueducts.

DAMS.

The dam across Big Walnut Creek at Lockbourne needs a new upper breast wall, new crib on the north end and a new lower apron. The Circleville dam needs new top sheeting the entire length and the lower apron needs new piling and filling with brush and gravel and re-covered with havy plank. The dam at Tomlinson's should have a new breast wall about the length of the dam on the east side. Piling should be driven for lower end of lower apron o rest upon, the space above the piling filled with stone and new sheeting placed in position.

DREDGING.

There should be considerable dredging done in various places the entire length of the sub-division.

BRUSH AND WEEDS.

Would recommend that the weeds and brush be cut from the berme bank of this sub-division.

FEED GATES.

There should be new bulkheads and feed gates placed in position at both the Circleville and Tomlinson dams.

BOATS.

Repair boats Nos. 1, 2 and 3 each need painting and in addition boat No. 2 should have new hoods.

MISCELLANEOUS.

The lock house at Circleville needs general repairing very much. New wharves are needed at Circleville, Chillicothe and Waverly and revetment walls under a number of bridges.

ANNUAL REPORT OF REPAIRS

Made on Subdivision No. 1, Grand Division No. 3, Miami and Erie Canal, during the year ending November 15, 1902,

CHARLES COOPER,
Superintendent of Repairs,
133 East Canal Street,
Cincinnati, Ohio.

This subdivision extends from Cincinnati to the first lock below Carrollton, a distance of fifty-seven (57) miles.

FOREMEN.

R. V. Denny, foreman of carpenters; 41 years' service; Middletown, Ohio.
Wash Irwin, foreman State Boat No. 1; 41 years' service; Cincinnati, Ohio.
Henry F. Eyler, foreman State Boat No. 2; 5 years' service; Hamilton, Ohio.
Wm. Sheedy, foreman Dredge No. 6; 20 years' service; Franklin, Ohio.

There are on this sub-division two (2) State repair boats; one (1) steam dredge; one (1) tender or boarding boat and four (4) mules besides numerous tools and appliances, an inventory of which is on file in the office of the Board of Public Works, all of which is State property.

LOCKS.

The east wall of Sunfish lock was taken down a distance of eight (8) feet and rebuilt and the jams of the lock pointed.

The walls of the Franklin lock, Lower Greenland lock, Dines lock and the walls of the lower lock at Hamilton were trued up to a line. The walls of the upper lock at Hamilton were taken down a distance of six (6) feet and rebuilt. The walls of the Lockland locks were aligned and repointed. Repairs were made to the floors and mitre sills of foregoing locks.

LOCK GATES.

One set of new gates was placed in position at Flour Mill lock at Lockland. One new gate was placed in position at the Crescentville lock, and new lower gates were placed in position at Franklin lock. Repairs were made to many other gates.

CANAL BANKS.

Considerable work has been done raising banks from Cincinnati to Amanda. The high banks, the accumulation of continual dredging from year to year have been reduced in elevation during the past season.

CULVERTS.

The culverts on the Sunfish level and at Holwegers were each cleaned and repaired, and the culverts on the four (4) mile level above Hamilton at Blue Bend and at Willow Patch were each cleaned.

AQUEDUCTS.

The Carthage and Lockland aqueducts were completed. A new aqueduct was built at Amanda. The aqueducts at Port Union, Hamilton and Sunfish were each repaired. The foot of the abutments and the pier of the Carthage aqueduct were protected by placing large stone about them and in the bed of the stream to prevent scour.

WASTE WEIRS.

The waste weirs on the Franklin level were taken down and rebuilt. The waste weirs on the Six (6) Mile level, on the Eight (8) Mile level and on the Two (2) Mile level were each repaired.

WASTE GATES.

The waste gates on the Greenland level at Dwyers and the Six (6) Mile level above Hamilton were repaired. The waste gates at the States House opposite Spring Grove were repaired several times. New waste gates were placed in position at Crescentville.

FOOT BRIDGES.

New foot bridges were built at Excello, Rialto and Crescentville locks. A new foot bridge was built at the Lockland aqueduct. Several other bridges received the necessary repairs.

DAMS.

A new abutment was built to State dam above Middletown.

DREDGING.

About 67,000 lineal feet of the canal was dredged on this subdivision during the past season.

BRUSH AND GRASS CUT.

Grass, weeds and brush were cut from the canal once during the past season the whole length of the subdivision.

BOATS.

The State repair boats Nos. 1 and 2, dredge No. 6 and the boarding boat to the latter were each repaired.

DOCKS.

A new dock was built at Lockland and one at the Rag House in Cincinnati by using such time for that purpose as might be spared from other important work.

CATCH BASINS.

There were built two (2) new catch basins on the Franklin level and one on the feeder level above Middletown. The upper and lower basins at Lockland were each cleaned.

TOWING BRIDGES.

A new towing bridge was built at the Amanda aqueduct. A new towing bridge was built at Dines lock. Several towing bridges were repaired.

MISCELLANEOUS REPAIRS.

The State's House at Cincinnati was repaired. The Collector's office building, Superintendent's office and living rooms that are rented have all been repaired. The lock houses at Rockdale and Sunfish have each been repaired. A new dock to receive freight was built at Lockland. Snubbing posts were placed at the Miamisburg, Sunfish, Amanda, Excello and upper Hamilton locks.

The gates of the Miamisburg, Sunfish, Amanda and lower Hamilton locks were placed on their steps. Bars were removed from the Sunfish, Franklin, Greenland, Four and Six Mile level. Drift was removed from under the aqueducts. Cheapside in Cincinnati was thoroughly cleaned. The canal banks from Cincinnati to Lockland were cleaned five times during the past season.

REPAIRS NEEDED.

LOCKS.

The locks at Middletown, Amanda, lower locks at Hamilton, Flouring Mill lock at Lockland and Tangeman lock at Lockland should be rebuilt.

LOCK GATES.

New lock gates are needed at upper lock at Lockland and upper gates at the lower lock; upper gates at Flour Mill lock at Lockland, upper gates at Crescentville, Hamilton, Amanda, Middletown and lower lock at Franklin.

CULVERTS.

The triple arch culvert on the Franklin level should be substantially repaired and the culvert at Holwegers should be enlarged.

AQUEDUCTS.

New aqueducts are needed on the Sunfish level at Cranes Run, at Crescentville and at South Hamilton over Crawford's Run.

ANNUAL REPORT

WASTE WEIRS.

Several waste weirs on this subdivision should be replaced with new ones.

WASTE GATES.

New waste gates are needed on the Greenland level, Miamisburg level and at Cheapside in Cincinnati.

DAMS.

Two hundred (200) feet of the upper apron of the Middletown dam should be renewed.

DREDGING.

The canal should be dredged from Miamisburg to the lower lock at Franklin and in many places between Rialto and Cincinnati.

BOATS.

The boarding boat attached to dredge No. 6 is in a worthless condition, and repair boat No. 2 is also in bad condition. I therefore recommend the building of two new boats.

CATCH BASINS.

There should be several additional catch basins built on this subdivision.

TOWING BRIDGES.

There should be new towing bridges built at Miamisburg, Hamilton and Carrollton.

ANNUAL REPORT OF REPAIRS

Made on Subdivision No. 2, Grand Division No. 3, Miami and Erie Canal during the year ending November 15, 1902.

JOHN O'CONNOR,
Superintendent of Repairs.
Dayton, Ohio.

This subdivision extends from West Carrollton to New Bremen, a distance of seventy-eight (78) miles, and also includes Lewistown and Loramie reservoirs.

FOREMEN.

Lincoln Evans, foreman Repair Boat No. 1, Dayton, Ohio; 1 year's service and 8 years as boatman.

Edward McConnell, foreman Repair Boat No. 2, Piqua, Ohio; 27 years' service.

Hugh Brennan, foreman of Dredge No. 4, Dayton, Ohio; 1 year's service and 9 years as foreman of Repair boat.

James Burt, carpenter, Lockington, Ohio; 32 years' service.

LOCKS.

Lock No. 1 at New Bremen was repaired by having new breast and side walls from foundation placed in position and a new top floor common to wooden locks, of which this is the first of the series going northward. Lock No. 4 at Lockington was unwatered and a new floor and mitre sill placed in it. The walls of locks Nos. 5, 8, 11, 14 and 26 were aligned.

LOCK GATES.

One (1) pair of new gates was placed in lock No. 5. The lower gates of locks Nos. 12, 15 and 22 were spliced.

CANAL BANKS.

The canal banks below the Piqua lock were repaired a distance of 500 feet, at Tippecanoe a distance of 400 feet and at Oaks Creek a distance of 300 feet.

CULVERTS.

Repairs were made on the box culvert at Loramie and on the stone arch culvert at Holts Creek.

AQUEDUCTS.

The water was drawn from the Loramie aqueduct and repairs made to it. The Plum Creek aqueduct on the Sidney feeder was repaired with new floor and siding.

Four (4) new bearing timbers were placed in the Mad River aqueduct and the floor and sides repaired.

The second span, 50 feet long, from the south end of the Lockington aqueduct crossing the Loramie river, was replaced with an entire new span.

WASTE WEIRS.

The waste weirs at Carrollton, Tippecanoe, Allens Mill and the two near Piqua were repaired.

WASTE GATES.

A new frame floor and gates were placed in the Sidney and Dayton feeders. The gates at Troy, Tippecanoe and Dayton were repaired.

TOWING BRIDGES.

The towing bridges were repaired at Loramie, Plum Creek, Piqua and Dayton.

FOOT BRIDGES.

New foot bridges at Piqua lock and Drydens lock were placed in position.

DAMS.

The Piqua dam was repaired several times. The dams at the Troy feeder and at Dayton were repaired.

REPAIRS NEEDED.

LOCKS.

Locks Nos. 2, 5, 7 and the middle lock of the Three Locks and the Dayton lock need to be unwatered and mitres and floors repaired.

Several lock walls need to be aligned.

LOCK GATES.

Eight pairs of new gates are needed as follows: Locks 4, 5, 8 and 9, one (1) and two (2) of the three locks, Drydens lock and the lower lock at Carrollton.

CANAL BANKS.

There are a number of places where the canal banks should be raised and which can best be done with the dredge.

CULVERTS.

Twenty (20) feet each of the berme bank and of the Snyppe and Rumley culverts on the Summit level should be rebuilt. Oaks Creek culvert needs a retaining wall. Holt's Creek culvert needs considerable repairs.

AQUEDUCTS.

The Miami aqueduct needs considerable repairing. The two small aqueducts south of Troy need slight repairs.

WASTE WEIRS AND TUMBLES.

The waste weir on the Summit level needs to be overhauled and part rebuilt. The weirs at Piqua need considerable repairs. The weirs at Tippecanoe should be rebuilt entirely new. Several of the tumbles should be repaired with timber and stone, and the walls pointed with cement.

WATER GATES.

A whole new structure and gates are needed on the Four Mile level north of Dayton.

DAMS.

The dam above Piqua should be rebuilt. The dam at Dayton needs to have the north wall rebuilt.

DREDGING.

The Four Mile level north of Dayton needs much dredging. dredging should be done from the Miami aqueduct northwardly to the first lock.

The Sidney feeder has many bars that have been washed in by rains that retard the flow of water, that should be removed by the dredge.

RESERVOIR BANKS.

Considerable repairing is needed on the banks of the Loramie reservoir to protect the earth banks from being washed by the waves. Six hundred (600) piling and 40,000 feet of lumber is needed to protect the banks of the Lewistown reservoir.

BOATS.

A new tender or boarding boat is needed for dredge No. 4, as the State has none at present.

ANNUAL REPORT

Of repairs made on Subdivision No. 3, Grand Division No. 3, Miami and Erie Canal during the year ending November 15, 1902.

H. W. MEACHAM,
Superintendent of Repairs,
Toledo, Ohio.

This subdivision extends from New Bremen to Toledo, a distance of 124 miles, and includes the St. Marys feeder and the Grand reservoir.

FOREMEN.

The following is a list of the foremen regularly employed on this subdivision, also their post office address and the number of years employed:

S. E. Allman, Toledo, Ohio; 8 years' service.

J. R. Spencer, Delphos, Ohio; 17 years' service.

F. Bennett, St. Marys, Ohio; 2 years' service.

There are on this subdivision three (3) repair boats, two (2) scows, one (1) steam dredge, four (4) horses, two (2) mules, besides tools and appliances, all being the property of the State of Ohio.

LOCKS.

Locks Nos. 12 and 13 each received slight repairs.

Lock No. 21 received new head and upper recess.

Locks Nos. 35, 36 and 37 each received a new head, new upper recess, and the lower story was concreted and sheeted.

Locks Nos. 46, 47 and 49 were each spread with jacks and pointed with cement.

LOCK GATES.

The gates of locks Nos. 24, 25, 26, 27, 28, 33, 35, 36, 38 and 42 received splices, balance beams and planking.

Lock No. 41 received two (2) new gates.

CANAL BANKS.

The low places were raised and the banks strengthened along the five (5) mile level north of St. Marys, above locks Nos. 17, 18 and 29 from Melrose to Defiance, and between Maumee and Toledo. New banks were placed at the Lock Two saw mill, over the New Bremen sewer, and over the culvert above lock No. 29.

CULVERTS.

The three-arch culvert under the St. Marys feeder, one small culvert on the Nine (9) Mile level, and the culvert above lock No. 29 were each repaired. Eight new box culverts were placed under the towing path along the slack water. The sewer through under the canal at New Bremen was repaired.

AQUEDUCTS.

A new two-span Fink truss aqueduct was placed over the Little Auglaize river near Melrose.

One new side was placed in the Little Jennings Creek aqueduct.

The St. Marys aqueduct being in such bad condition that it required constant attention during the past year.

WASTE WEIRS AND TUMBLES.

The waste weirs and tumbles at locks Nos. 6, 9, 16, 19, 28, 41 and 43 each received repairs, and new weirs were placed at locks Nos. 33, 36, 37, 39, 46, 49 and 51.

WASTE GATES.

The waste gates above Waterville were repaired as needed during the past season.

TOWING BRIDGES.

The towing bridges crossing Flat Rock creek, the Little Auglaize river, and the Change bridge at Canalport, each received repairs. New bridges were placed below locks 37, 38 and across the feeder at Providence. The bridge crossing the Maumee river at Defiance received slight repairs.

DAMS.

The repairs of the Providence dam were completed and a new crib was placed on the east end of the West dam.

WEEDS AND BRUSH CUT.

The weeds and brush were cut from the towing path the entire length of this subdivision.

FEED GATES.

The feed gates at Providence received needed repairs.

BOATS REPAIRED.

The repair boats Homer Meacham and Samuel Bachtell were each painted and caulked, and the repair boat F. A. Huffman was wainscoted and painted.

MISCELLANEOUS.

A new concrete wall was placed above lock No. 37. A new concrete protection wall was placed along the waste way at lock No. 36.

The State houses at Defiance and Toledo received needed repairs.

REPAIRS NEEDED.

LOCKS.

New upper stories are needed at locks Nos. 3, 4, 5, 7, 9, 11, 12, 13, 14, 16, 21, 28 and 39.

The lower stories of locks 2, 3, 4, 5, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 22, 23, 25, 26, 27, 28 and 33 should be concreted and replanked.

Locks Nos. 44 and 52, being river locks, should be unwatered and the floors and mitre sills repaired.

Locks Nos. 46, 48, 49 and 51 should be grouted behind the face walls and pointed with cement.

LOCK GATES.

New gates are needed at locks Nos. 10 and 14.

CANAL BANKS.

The canal banks should be raised and strengthened between locks Nos. 1 and 2, 4 and 5, along the Five and Nine Mile levels, and through the city of Toledo.

CULVERTS.

The culvert at Bloody bridge, two culverts under the Nine Mile level and one above Waterville should be enlarged—not having sufficient capacity to carry off the water in times of heavy rains.

AQUEDUCTS.

A new aqueduct is needed at the crossing of Big Jennings creek. New abutment, walls are needed at the Six Mile creek aqueduct. The aqueduct crossing Blue creek needs repairs. A new aqueduct is needed at crossing of the St. Marys river, the contract for which has been awarded to The King Bridge Co., for a steel aqueduct, two spans of 51 feet 6 inches in length, under date of November 11, 1902, for the sum of \$4,820.00 which work will be done during the early spring season.

WASTE WEIRS AND TUMBLES.

New weirs and tumbles should be placed at locks Nos. 4, 5, 6, 7, 9, 10, 11, 14, 15, 18, 21, 29 and 41.

WASTE GATES.

New waste gates should be placed on the Twenty-four Mile level above Napoleon, on the Eighteen Mile level at Waterville, on the Five Mile level north of St. Marys and on the St. Marys aqueduct.

TOWING BRIDGES.

New bridges are needed crossing the St. Marys feeder, Blue creek, Flat Rock creek and the Change bridge at Canalport. New stringers and floor is needed on the bridge crossing the Maumee river at Defiance.

DREDGING.

The canal should be dredged the greater portion of the distance from New Bremen to Defiance and through the village of Napoleon.

WEEDS AND BRUSH CUT.

The weeds and brush should be cut from the canal banks each year.

BOATS REPAIRED.

The three repair boats should be calked and painted once each year.

MISCELLANEOUS.

The towing path along the slack water needs extensive repairs.

Again thanking your Honorable Board for the courtesy at all times tendered me in the discharge of my duties and in my relations with you personally and officially, I am,

Most respectfully,

CHAS. E. PERKINS,

Chief Engineer Public Works of Ohio.

December 20, 1902.

MISCELLANEOUS EXPENDITURES.

ABSTRACT OF MONEY PAID

By Wm. M. Hiltabidle, Superintendent Division No. 1, Sub-Division No. 1, Ohio Canal, for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
AUGUST, 1901			
1	Charles Hatch	Feeding team, etc.....	\$ 25 95
2	J. I. Johnston.....	Feeding team, etc.....	20 50
3	John Moore	Feeding team, etc.....	23 25
4	The Cuyahoga Tel. Co.	Use of telephone and lines.....	39 15
5	The Cen. Union Tel. Co.	Use of telephone and lines.....	29 97
6	The Peoples Tel. Co...	Use of telephone and lines.....	15 85
7	A. A. Likens.....	Building wall at Eight Mile aqueduct	171 84
8	A. A. Likens.....	Lumber for bridge at Eight Mile Lock	59 64
9	C. W. Riley.....	Blacksmith repair work.....	9 15
10	H. Myers	Blacksmith repair work.....	11 15
11	Martin Helser	Supplies and repairing boat.....	9 40
12	Myers Bros.	Hardware for general repairs.....	34 94
13	Dague Bros.	Paper for collector's office.....	3 26
14	E. R. Barnett.....	Veterinary services	28 00
15	W. M. Hiltabidle.....	Expenses as superintendent.....	55 95
16	John Gross	Hardware	61 39
17	Harter & Milar.....	Hardware	54 57
18	P. T. McCourt.....	Livery for lock tender.....	21 50
19	Western Union Tel. Co.	Services rendered	4 01
20	G. B. Clyde.....	Painting name on boat.....	3 00
21	The J. C. McNeill Boiler Company	Calking boiler	90
22	B. L. Savacool.....	Repairing harness	5 00
23	C. W. Breece.....	Repairing harness	5 25
24	Chas. E. Perkins.....	Traveling expenses as chief engineer	14 00
25	The Western Union Tel. Company	Services rendered	1 88
	Pay roll of officers.....	Salaries	496 66
	Pay roll No. 1.....	Labor	378 00
	Pay roll No. 2.....	Labor	287 62
	Pay roll No. 3.....	Labor	184 75
	Pay roll No. 4.....	Labor	193 53
	Total .....	.....	\$2,243 06

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
SEPTEMBER, 1901			
1	Charles Hatch	Feeding State's team, etc.....	\$ 26 25
2	J. I. Johnston.....	Feeding State's team, etc.....	20 00
3	John Moore	Feeding State's team, etc.....	22 00
4	McIntosh - Huntington Company	Road scrapers	17 50
5	John Zimmerman	Stone furnished	110 60
6	Peterson & Wright.....	Sewer pipe and cement.....	49 80
7	Harter & Milar.....	Hardware	68 78
8	Charles Coffman	Coal for steam dredge.....	20 25
9	U. G. Frederick.....	Pine lumber	58 76
10	G. M. Boodey.....	Blacksmithing	6 85
11	F. Wood & Son.....	Supplies for State boat No. 1.....	13 33
12	Reid Bros.	Rubber boots	34 50
13	C. W. Riley.....	Blacksmithing	6 70
14	W. E. Spidel.....	Lock gate timber	113 22
15	W. M. Hiltabidle.....	Expense as superintendent.....	52 95
16	A. A. Likens.....	Balance due on lumber	15 72
17	A. A. Likens.....	Building wing wall at Clinton lock..	522 24
18	J. A. Black.....	Pasturing State's horse	3 25
19	Chas. E. Perkins.....	Traveling expense as chief engineer..	8 00
	Pay roll of officers.....	.....	496 66
	Pay roll No. 1.....	Labor	442 25
	Pay roll No. 2.....	Labor	133 25
	Pay roll No. 3.....	Labor	343 13
	Pay roll No. 4.....	Labor	94 03
	Total .....	.....	\$2,680 02
OCTOBER, 1901			
1	Chas. Hatch	Keeping State team, etc.....	\$ 25 65
2	J. I. Johnston.....	Keeping State team, etc.....	20 00
3	John Moore	Keeping State team, etc.....	22 00
4	J. M. Jones.....	Repairing lock house at Cleveland..	17 60
5	J. H. Morrison.....	Expense as collector.....	6 10
5	The Cuyahoga Tel. Co.	Use of phone and lines.....	15 00
7	Harter & Milar.....	Hardware	45 89
8	J. W. Bennage.....	Oak lumber	42 48
9	W. E. Spidel.....	Oak lumber	60 36
10	Peterson & Wright....	Cement	17 50
11	A. A. Likens.....	Building stone wall at Clinton lock	470 40
12	W. M. Hiltabidle.....	Expense as superintendent.....	56 70
13	W. H. Payne.....	One ladder	1 75
14	Chas. E. Perkins.....	Traveling expense as chief engineer	10 00
15	John Zimmerman	For stone furnished.....	163 80
	Pay roll of officers.....	.....	496 66
	Pay roll No. 1.....	Labor	109 50
	Pay roll No. 2.....	Labor	178 75
	Pay roll No. 3.....	Labor	330 00
	Total .....	.....	\$2,090 14

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
NOVEMBER, 1901			
1	Charles Hatch	Keeping State team, etc.....	\$ 25 90
2	J. I. Johnston.....	Keeping State team, etc.....	20 60
3	John Moore	Keeping State team, etc.....	22 50
4	John Heeter	Boating cement.....	5 00
5	The Cleveland Stone Co.	Stone furnished.....	89 40
6	Reid Bros.	Rubber boots for laborers.....	22 00
7	A. A. Likens.....	Building lock walls.....	681 60
8	Harter & Millar.....	Hardware	57 24
9	John Zimmerman	Stone	218 40
10	David Atwater	Office rent, etc.....	26 05
11	E. Colloredo	Harness supplies	14 95
12	C. E. Perkins.....	Traveling expense as chief engineer	8 00
13	Cross & Robinson.....	One dictionary for office.....	2 00
14	J. M. & W. Westwater.	Two electric lamps for office.....	1 00
15	Western Union Tel. Co.	For telegraph service rendered....	1 50
16	The Hankey Lumber Co.	Pine lumber.....	144 00
17	W. M. Hiltabidle.....	Expense account	57 00
	Pay roll of officers....		\$ 496 66
	Pay roll No. 1.....	Labor	166 25
	Pay roll No. 2.....	Labor	228 25
	Pay roll No. 3.....	Labor	192 25
	Total		\$2,480 55
DECEMBER, 1901			
1	Charles Hatch	Feeding team, etc.....	\$ 26 10
2	J. I. Johnston.....	Feeding team, etc.....	20 00
3	John Moore	Feeding team, etc.....	21 50
4	J. M. Jones.....	Expense as collector.....	6 60
5	J. H. Morrison.....	Expense as collector.....	9 49
6	J. A. Black.....	Pasturing State's horse.....	2 50
7	L. C. Seltz.....	Supplies and services.....	11 00
8	Chas. Weil	Blacksmithing	5 00
9	C. W. Riley.....	Blacksmithing	6 75
10	The Brewster Coal Co.	Coal for collectors office.....	26 52
11	Mills Gray, Carleton Co.	Lumber	161 00
12	M. C. Franks.....	Rubber boots for employes.....	14 00
13	The Carrara Paint Co..	Paint furnished	12 15
14	Harter & Millar Co....	Hardware	38 49
15	W. M. Hiltabidle.....	Expense account	54 30
16	Chas. E. Perkins.....	Traveling expense as chief engineer	8 00
17	Chas. E. Perkins.....	Expense inspecting New York canals as per resolution of Board.....	10 00
	Pay roll of officers....		\$ 496 66
	Pay roll No. 1.....	Labor	148 25
	Pay roll No. 2.....	Labor	347 62
	Pay roll No. 3.....	Labor	159 50
	Total		\$1,585 43

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JANUARY, 1902			
1	Chas. Hatch	Feeding State's team, etc.....	\$ 26 60
2	J. I. Johnston.....	Feeding State's team, etc.....	20 00
3	John Moore	Feeding State's team, etc.....	21 40
4	J. H. Morrison.....	Expense as collector.....	2 98
5	W. M. Hiltabidle.....	Expense as superintendent.....	51 00
6	W. D. Foust.....	Livery	4 50
7	C. F. & V. R. R. Co....	Railroad tickets	20 80
8	Western Union Tel. Co.	Use of line.....	1 16
9	Chas. E. Perkins.....	Traveling expense as chief engineer	9 50
	Pay roll of officers.....		496 66
	Pay roll No. 1.....	Labor	146 50
	Pay roll No. 2.....	Labor	248 36
	Pay roll No. 3.....	Labor	77 00
	Total		\$1,126 46
FEBRUARY, 1902			
1	Charles Hatch.....	Feeding State's team, etc.....	\$ 26 55
2	J. I. Johnston.....	Feeding State's team, etc.....	20 00
3	John Moore	Feeding State's team, etc.....	20 00
4	C. T. & V. R. R. Co....	Railroad tickets	19 30
5	W. M. Hiltabidle.....	Expense as superintendent.....	52 00
6	J. W. Newton.....	Copying abstracts.....	10 00
	Pay roll of officers.....		496 66
	Pay roll No. 1.....	Labor	111 00
	Pay roll No. 2.....	Labor	131 65
	Pay roll No. 3.....	Labor	50 00
	Total		\$ 937 16
MARCH, 1902			
1	Charles Hatch	Feeding State's team, etc.....	\$ 26 65
2	J. I. Johnston.....	Feeding State's team, etc.....	20 00
3	John Moore	Feeding State's team, etc.....	22 80
4	J. W. Bennage.....	Lumber furnished.....	15 00
5	The Hankey Lumber Co.	Lumber furnished.....	76 39
6	W. E. Spidel.....	Lumber furnished.....	100 00
7	U. G. Frederick.....	Lumber furnished.....	171 75
8	The Barberton Hdw. Co.	Hardware furnished	8 48
9	The McIntosh-Hunting-	Hardware furnished	43 85
	ton Company	Hardware furnished.....	35 49
10	Harter & Milar.....	Rubb'r boots for laborers.....	28 00
11	Reid Bros.	Use of phones and lines for nine	
12	Central Union Tel Co..	months	104 21
13	C. W. Riley.....	Blacksmithing	4 80
14	Krause, Kern & Co....	Repairing water pipes at lock No. 1.	5 50
15	Wm. M. Hiltabidle....	Expenses as superintendent.....	48 00
16	Peterson and Wright..	Cement and pipe.....	12 56
17	E. Colloredo	Harness repairs.....	7 75

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
18	The Akron Printing Co.	Printing blanks for superintendent's office	5 75
19	C. T. & V. R. R. Co....	Railroad tickets	26 15
20	G. M. Boody.....	Blacksmithing	14 40
21	E. E. Jobe.....	Repairing pipe on State boat No. 1..	3 75
22	John McGrotty	Supplies for State boat No. 1.....	2 65
23	L. Beers	Hardware for State boat No. 1.....	9 90
24	Chas. E. Perkins.....	Traveling expense as chief engineer	10 00
25	C. E. Perkins.....	Traveling expense as chief engineer	10 50
	Pay roll of officers.....	.....	496 66
	Pay roll No. 1.....	Labor	129 25
	Pay roll No. 2.....	Labor	338 37
	Pay roll No. 3.....	Labor	127 25
	Total .....	.....	\$1,905 86
	APRIL, 1902.		
1	Charles Hatch	Feeding State's team, etc.....	25 95
2	J. I. Johnston.....	Feeding State's team, etc.....	23 10
3	John Moore	Feeding State's team, etc.....	21 75
4	The Cleveland Stone Co.	Stone furnished for lock wall.....	183 08
5	John Zimmerman	Stone furnished for protection of banks	168 00
6	Martin Helser	Rebuilding State boat No. 1.....	449 93
7	W. M. Hiltabidle.....	Expenses as superintendent.....	54 00
8	C. W. Riley.....	Blacksmithing	23 80
9	A. A. Likens.....	Repairing wing wall for Upper Portage lock.....	760 32
10	Harter & Milar.....	Hardware	31 50
11	C. T. & V. R. R. Co....	Tickets for superintendent.....	24 05
12	Reid Bros.	High top rubber boots.....	22 50
13	Chas. E. Perkins.....	Traveling expense as chief engineer	9 00
	Pay roll of officers.....	.....	496 66
	Pay roll No. 1.....	Labor	415 25
	Pay roll No. 2.....	Labor	635 62
	Pay roll No. 3.....	Labor	299 75
	Total .....	.....	\$3,644 26
	MAY, 1902		
1	Chas. Hatch	Feeding State's team 18 days.....	13 85
2	J. I. Johnston.....	Feeding State's team one month....	20 25
3	John Moore	Feeding State's team one month....	24 95
4	J. H. Morrison.....	Expense as collector.....	7 92
5	W. M. Hiltabidle.....	Expense as superintendent.....	53 00
6	John Gross	Hardware furnished.....	48 76
7	Harter & Milar.....	Hardware furnished	95 52
8	Myers Bros.	Hardware furnished.....	111 37
9	Webster, Camp & Lane.	Machine work and dredge repairs...	102 70
10	J. C. McNeil Co.....	Machine work and dredge repairs...	10 50
11	A. Adamson	Machine work and dredge repairs...	12 38

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
12	H. Myers	Blacksmithing	27 15
13	C. G. Heinton.....	Blacksmithing	7 25
14	G. M. Boody.....	Blacksmithing	5 25
15	A. A. Likens.....	Balance due on work done on Portage lock	363 88
16	W. E. Spidel.....	Oak lumber furnished.....	127 23
17	The Carrara Paint Co..	Paint	24 00
18	Lee Cotterell	Coal for collectors office at Akron..	38 06
19	Reid Bros.	Rubber boots for crew of State boat No. 2	19 00
20	M. C. Franks.....	Rubber boots for crew of State boat No. 3	17 50
21	John Zimmerman	Protection stone.....	109 20
22	B. F. Savacool.....	Harness repairs.....	6 25
23	The Akron Printing Co.	Printing notices.....	2 25
24	U. G. Frederick.....	Pine lumber.....	37 30
	Pay roll of officers....	.....	288 46
	Pay roll No. 1.....	Labor	211 04
	Pay roll No. 2.....	Labor	93 25
	Pay roll No. 3.....	Labor	279 54
	Total .....	.....	\$2,156 81

ABSTRACT OF MONEY PAID

By Wm. M. Hiltabidle, Superintendent Division No. 1, Sub-Division No. 1, Ohio Canal, for Material and Labor for the Improvement of the Summit County Reservoir.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	APRIL, 1902		
1	Pay roll No. 1.....	Labor	\$ 300 50
	W. E. Spidel.....	Oak lumber for dam, lock and feed gates	447 26
	Total .....	.....	\$ 747 76

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	MAY, 1902		
	Pay roll No. 1.....	Labor	\$ 530 75
	Pay roll No. 2.....	Labor	240 65
1	W. E. Spidel.....	Oak lumber furnished.....	256 38
2	Peterson & Wright.....	Cement furnished.....	82 46
3	E. C. Batch.....	Use of engine pumping at feeder lock	30 00
4	C. W. Riley.....	Blacksmithing	15 37
5	A. Shoman	Expense	8 20
	Total .....	.....	\$1,163 81

ABSTRACT OF MONEY PAID

By Charles Hatch, Superintendent Division No. 1, Sub-Division No. I, Ohio Canal, for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	MAY, 1902		
1	Chas. Stebbins	Feeding State's team, etc.....	13 10
2	Stowe, Fuller & Co....	Cement for lock repairs.....	17 00
3	W. E. Spidel.....	Lock gate timbers.....	179 60
4	Webster, Camp & Lane.	Lock gate valves.....	165 43
5	Reid Bros.	Rubber boots for men on boat.....	30 00
6	E. E. Jobe.....	Hardware used in general repairs...	32 00
7	Harter & Milar.....	Hardware used in general repairs...	91 68
8	Myers Bros.	Hardware used in general repairs...	15 11
9	G. M. Boody.....	Blacksmith repair work.....	3 07
10	C. W. Riley.....	Blacksmith repair work.....	7 00
11	A. G. Likens.....	Building aqueduct wall.....	544 88
12	Charles Well	Blacksmith repair work.....	6 20
13	Charles Hatch	Expense as superintendent.....	12 00
14	Hub Transfer Co.....	Going to Eight Mile aqueduct with carriage	5 00
15	C. S. & V. R. R. Co....	Railroad tickets for superintendent.	7 35
16	C. E. Perkins.....	Travelling expense as chief engineer	9 00
	Pay roll of officers....	Salaries	208 20
	Pay roll No. 1.....	Labor	275 75
	Pay roll No. 2.....	Labor	521 50

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	Pay roll No. 3.....	Labor	211 75
	Pay roll No. 4.....	Labor	54 00
	Total .....	.....	\$2,410 62
	JUNE, 1902		
1	C. B. Stebbins.....	Feeding State team, etc.....	25 05
2	J. I. Johnston.....	Feeding State team, etc.....	20 00
3	John Moore	Feeding State team, etc.....	22 50
4	W. M. Hiltabidle.....	Salary and expenses.....	98 92
5	Peterson & Wright....	Cement	15 37
6	Webster, Camp & Lane.	Repairing steam dredge.....	29 61
7	American Steel & Wire Company	Labor, repairing break in canal bank	432 46
8	John Cox	Use of engine.....	35 00
9	O. W. Davis.....	For mowing machine, etc.....	11 66
10	G. A. Kemple.....	For iron used in steam dredge rep'rs	18 33
11	Martin Helser	Rebuilding scow.....	193 15
12	Commercial Ptg. Co....	Stationery for superintendent.....	4 25
13	Kraus & Kirm.....	Pipe fitting for collectors office.....	2 80
14	A. A. Likens.....	For building lock wall.....	700 80
15	Charles Hatch	Expense as superintendent.....	51 00
16	A. E. Stewart	Material furnished for repairs.....	12 15
17	Botzum Bros.	For driving ten piling.....	100 40
18	George Coombs	Blacksmithing	2 45
19	J. W. Rodes.....	Blacksmithing	9 70
20	Charles Weil	Blacksmithing	12 85
21	J. E. Sivits.....	Blacksmithing	5 45
22	F. J. Santon.....	Blacksmithing	4 60
23	N. M. Houseman.....	Hardware	4 59
24	Harter & Milar.....	Hardware	52 88
25	Hemperly & Son.....	Blacksmithing	8 60
26	Myers Bros.	Hardware	8 50
27	Mills, Gray, Carleton Company	Repairing lock house in Cleveland.	12 18
28	F. R. Marshall.....	Oak lumber.....	107 43
29	U. G. Frederick.....	Lumber	55 58
30	J. W. Bennage.....	Oak lumber.....	142 96
31	Conrad, Douglas & Brown	Hardware	22 64
32	Miller and Scott.....	Coal for pumping engine.....	3 30
33	Goff, Kirby Coal Co....	Coal for collectors office at Cleveland	22 65
34	S. T. J. Abbott.....	Repairing chairs.....	1 35
35	C. E. Perkins.....	Traveling expenses as chief engineer	8 00
36	J. A. Mahaffey.....	Materials furnished.....	8 00
	Pay roll of officers....	.....	452 66
	Pay roll No. 1.....	Labor	344 00
	Pay roll No. 2.....	Labor	389 36
	Pay roll No. 3.....	Labor	301 25
	Pay roll No. 4.....	Labor	108 65
	Total .....	.....	\$3,861 88

MISCELLANEOUS EXPENDITURES.

ABSTRACT OF MONEY PAID

By Chas. Hatch, Superintendent Division No. 1, Sub-Division No. 1, Ohio Canal,
for Material and Labor for the Improvement of the Summit County Reservoir.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JUNE, 1902			
	Pay roll No. 1.....	Labor	\$ 625 50
	Pay roll No. 2.....	Labor	96 70
1	James Watson	Coal furnished for pumping at lock.	10 38
2	Peterson & Wright.....	Cement furnished for building lock..	81 90
3	Webster, Camp & Lane.	Machinist setting pump.....	19 30
4	C. W. Riley.....	Blacksmithing	28 18
5	Brewster Coal Co.....	Coal furnished for steam dredge....	28 21
6	W. E. Spidel.....	Timber and lumber.....	334 14
7	Reid Bros.	Rubber boots used at feeder.....	28 00
8	Carrara Paint Co.....	Painting reservoir boat.....	24 00
9	Harter & Millar.....	Hardware	33 30
10	M. E. Franks.....	Rubber boots used at feeder.....	14 00
11	James Roach	For extra services as dredge foreman	50 00
	Total .....	.....	\$1,373 61

ABSTRACT OF MONEY PAID.

By Chas. H. Geidel, Superintendent Division No. 1, Sub-Division No. 2, Ohio
Canal, for Material and Labor for the Maintenance and Repair
of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
NOVEMBER, 1901			
1	L. P. Wilson.....	Feeding team.....	\$ 20 00
2	A. I. Norman.....	Feeding team.....	20 00
3	J. F. Poorman.....	Expenses as collector.....	1 24

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
4	E. Burchfield	Expenses as collector.....	2 15
5	Bell Telephone Co.....	Telephone service.....	40
6	Benjamin Coe	Pipe, hood and labor on repair boat "Chas. E. Perkins.....	2 50
7	Coshocton Machine Works	Material for steam pump.....	2 80
8	A. N. Compton.....	Repairing harness for State team...	3 75
9	L. P. Wilson.....	Telephone, livery, blacksmith work, etc.	7 55
10	C. H. Geldel.....	Expenses as superintendent.....	50 35
11	The Western Union Tel. Company	Services rendered.....	1 50
12	J. M. and W. Westwater	Two electric lamps for office.....	1 00
13	Cross and Robinson...	Webster's dictionary for office.....	2 00
14	C. E. Perkins	Traveling expenses for chief engineer	6 50
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	63 00
	Pay roll No. 2.....	Labor	121 75
	Total		\$ 580 65
DECEMBER, 1901.			
1	L. P. Wilson.....	Feeding team.....	\$ 20 00
2	A. L. Norman.....	Feeding team.....	20 00
3	J. F. Poorman.....	Expenses as collector.....	98
4	E. Burchfield	Expenses as collector.....	50
5	M. S. Hawkey.....	Expenses as collector.....	9 08
6	The Wilgus Hard- ware Company.....	45 lbs. rope for block line.....	6 75
7	Adams & Gleason.....	Lumber for general repairs during season	26 92
8	Chas. H. Geldel.....	Expenses as superintendent.....	53 35
9	Peter Bimeler.....	Water rent.....	100 00
10	Chas. E. Perkins.....	Expenses inspecting New York canals per resolution of Board.....	10 00
11	Chas. E. Perkins.....	Expenses as chief engineer.....	6 50
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	58 40
	Pay roll No. 2.....	Labor	115 00
	Total		\$ 696 64
JANUARY, 1902			
1	L. P. Wilson.....	Feeding team.....	\$ 20 00
2	A. L. Norman.....	Feeding team.....	20 00
3	M. S. Harvey.....	Expenses as collector.....	90
4	E. Burchfield	Expenses as collector.....	2 80
5	Keagy & Lear Machine Company	One ejector for steam pump.....	7 25
6	Gray Hardware Co.....	Nails, oakum, snatch and pulley...	7 28
7	J. E. Medley.....	Lumber for dredge No. 7 and repair boat	22 53

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
8	Chas. H. Geldel.....	Expenses as superintendent.....	53 85
9	L. P. Wilson	Bills contracted looking after ice and collecting for same.....	11 70
10	G. W. Hilton.....	Three months' rent for Wave Mill dam	50 00
11	Citizens Telephone Co..	Rent of telephone from January 1st to March 31st, 1902.....	3 00
12	C. E. Perkins.....	Traveling expenses as chief engineer	6 50
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	155 25
	Total		\$ 630 22
	FEBRUARY, 1902		
1	L. P. Wilson.....	Feeding team.....	\$ 20 00
2	A. L. Norman.....	Feeding team.....	20 00
3	E. Burchfield	Expenses as collector.....	3 40
4	M. S. Harvey.....	Expenses as collector.....	6 80
5	Geo. B. Deardorff & Son	One axe and handle.....	90
6	S. Stemple	Repairing pike pole, pike, etc.....	1 00
7	J. E. Medley.....	Grinding axe, ripping timber and 200 ft. lumber	3 70
8	J. E. Foster.....	Medicines for horse.....	75
9	C. H. Geldel.....	Expenses as superintendent.....	48 35
10	Samuel Shaffer	Blacksmith work, shoeing team.....	3 10
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	155 25
	Total		\$ 532 41
	MARCH, 1902		
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	M. S. Harvey.....	Expenses as collector.....	1 50
4	C. H. Geldel.....	Expenses as superintendent.....	48 10
5	C. E. Perkins.....	Traveling expenses as chief engineer	7 50
6	C. E. Perkins.....	Traveling expenses as chief engineer	6 00
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	163 50
	Total		\$ 535 76
	APRIL, 1902		
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	M. S. Harvey.....	Expenses as collector.....	1 20
4	E. Burchfield	Expenses as collector.....	3 00
5	E. Burchfield	Blacksmith work for Dredge No. 7..	3 75
6	C. Bence	Four new cranks for Lock No. 11..	6 00
7	J. Medley	1 whipple-tree and ironing (for re- pair boat	1 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
8	J. F. Reiser.....	Line, bolts, spikes and whetstone..	3 62
9	B. Worth Rickets.....	2 ship augurs.....	1 40
10	Geo. B. Deardorff & Son	1 pick and handle, 100 ft. line, 11 lbs. rope, paint, brush, tape line.....	5 60
11	James A. Bell.....	Hardware for Dredge No. 7.....	15 13
12	James A. Bell.....	Hardware for repair boat.....	29 14
13	E. R. Reed.....	40 lbs. block iron, 5 hrs. labor, 1 ash pan, 5 sq. roofing, 1 pump (dredge)	46 00
14	Dayton Globe Iron Works Company	Casting for Dredge No. 7.....	5 19
15	Keagy & Lear Machine Company	Boring out wheel, ¼ lb. packing, turning shaft, etc. (for dredge)....	16 79
16	W. H. King.....	10½ grate bars for Dredge No. 7.....	18 99
17	A. H. Thomson & Son..	Drayage, cement, oil barrel.....	5 30
18	John Bimeler	Timber for Dover slides.....	7 68
19	L. P. Wilson.....	Incidental expenses	10 13
20	Novelty Brick & Coal Company	2,500 8 in. brick for repairing Locks 7 and 11.....	18 75
21	Alonzo Clark	144 yds. duck for cook boat, boots and team labor for repair boat....	27 29
22	G. W. Hilton.....	Rent for Wave Mill dam from Jan. 18 to April 18.....	50 00
23	C. H. Geidel.....	Expenses as superintendent.....	49 85
24	Frank Hill	40 yds. stone for repairing tumble wall at Blake's Mills.....	20 00
25	Chas. E. Perkins.....	Traveling expenses as chief engineer	8 00
26	Seneca Chain Co.....	1,175 lbs. S. B. and B. B. chain for Dredge No. 7.....	87 12
	Pay roll of officers....	Salaries	269 16
	Pay roll No. 1.....	Labor	175 00
	Pay roll No. 2.....	Labor	98 00
	Pay roll No. 3.....	Labor	189 75
	Total		\$1,212 84
MAY, 1902			
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	E. Burchfield	Expenses as collector.....	2 90
4	J. F. Poorman.....	Expenses as collector.....	4 67
5	M. S. Harvey.....	Expenses as collector.....	11 51
6	S. L. Shaeffer.....	4 pairs shoes for horse.....	1 00
7	S. Stettler	Rubber boots for men on Repair Boat No. 2	12 50
8	H. E. Case	Rubber boots for men on Repair Boat No. 1	16 50
9	Collier and Baer.....	Cement for repairing Jones' lock....	3 00
10	A. H. Thomson & Son..	Drayage and cement for repairing Locks 7, 8, 9 and 10.....	26 87
11	L. P. Wilson.....	Drayage and freight.....	4 25
12	Martin Miller	Coal for Dredge No. 7.....	30 96

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
13	D. F. Lash.....	2 axes, 1 hatchet, 1 keg nails for Repair Boat No. 1.....	5 05
14	Gray Hardware Co....	Oil, rope, packing, etc., for Dredge No. 7	27 84
15	J. A. Bell.....	Paint and hardware supplies for repairing cook boat.....	37 18
16	C. H. Geldel.....	Expenses as superintendent.....	49 90
17	C. E. Perkins.....	Traveling expenses as chief engineer	7 00
18	S. G. McColloch.....	Traveling expenses as secretary....	4 35
	Pay roll of officers.....	Salaries	269 18
	Pay roll No. 1.....	Labor	476 00
	Pay roll No. 2.....	Labor	341 00
	Pay roll No. 3.....	Labor	267 20
	Total		\$1,638 84
	JUNE, 1902		
1	I. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team and new shoes for horse	21 40
3	E. Burchfield	Expenses as collector.....	6 05
4	M. S. Harvey.....	Expenses as collector.....	8 98
5	J. W. Squires.....	Express and drayage on machinery..	1 70
6	R. J. Hooker.....	Oil, rosin, etc.....	2 34
7	J. Peck	Hip boots for crew.....	4 50
8	I. P. Wilson.....	Freight, drayage, etc.....	6 33
9	Citizens Telephone Co.	Rent for 3 months ending June 30...	3 00
10	Gray Hardware Co....	Sundries	2 43
11	Wilgus Hardware Co..	Hardware	3 96
12	Gray Hardware Co....	Sundries	6 10
13	Geo. B. Deardorff & Son	Hardware	9 38
14	D. F. Lash	1 grindstone	2 75
15	A. N. Compton.....	1 set harness.....	12 50
16	John Medley	Blacksmithing	4 25
17	W. H. King.....	1 shive for Dredge No. 7.....	3 20
18	Dayton Globe Iron Works	Hardware for Dredge No. 7.....	13 55
19	F. W. Wise	Blacksmithing	28 20
20	American Bridge Co..	Hardware	29 47
21	Martin Miller	Coal for Dredge No. 7.....	34 74
22	Weible-Enck Co.....	Lumber	41 20
23	Chas. H. Geldel.....	Expense as superintendent.....	49 85
24	A. H. Thompson & Son..	Cement	50 20
25	Novelty Brick and Coal Company	Brick	84 00
26	John Wilson	Making two pairs lock gates.....	100 00
27	C. E. Perkins.....	Traveling expense as chief engineer.	6 00
	Pay roll of officers.....		259 16
	Pay roll No. 1.....	Labor	342 25
	Pay roll No. 2.....	Labor	299 25
	Pay roll No. 3.....	Labor (dredge)	254 50
	Total		\$1,711 79

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JULY, 1902			
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	M. S. Harvey.....	Expense as collector.....	1 40
4	E. Burchfield	Expense as collector.....	3 75
5	B. Coe	One steam hatch for State boat.....	1 00
6	D. F. Lash.....	Two snaths	1 20
7	Gray Hardware Co....	Supplies	1 83
8	C. S. Frazier.....	Hardware	3 12
9	Gray Hardware Co....	Supplies for dredge.....	5 50
10	James A. Bell.....	Hardware	9 00
11	James A. Bell.....	108 lbs. of rope for towing Dredge No. 7	16 20
12	W. H. King.....	Hardware and labor.....	12 00
13	The Geo. C. Adams Lumber Company	Lumber	1 68
14	Adams and Gleason....	Lumber	8 83
15	A. H. Thompson & Son.	Cement furnished	2 70
16	J. W. Squire.....	Expenses for dredge.....	3 10
17	Citizens Telephone Co.	Rent of 'phone from July 1st to Sept. 30	3 75
18	Coshocton Machine Works	Repairs on dredge machinery.....	3 80
19	L. P. Wilson.....	Expenses	6 15
20	Martin Miller	222 bus. coal for Dredge No. 7.....	15 54
21	John Wilson	Making gates for Tucker's lock.....	50 00
22	G. W. Hilton.....	Rent of Wave Mill dam 6 mos.....	50 00
23	C. H. Geidel.....	Expenses as superintendent.....	57 10
24	A. M. Grewell.....	Lumber	229 28
25	Samuel Bachtell	Traveling expense as asst. engineer..	5 00
26	C. E. Perkins.....	Traveling expense as asst. engineer..	3 50
	Pay roll of officers.....	.....	259 16
	Pay roll No. 1.....	Labor	309 62
	Pay roll No. 2.....	Labor	221 75
	Pay roll No. 3.....	Labor (dredge)	224 40
	Total .....	.....	\$1,550 31
AUGUST, 1902			
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	M. S. Harvey.....	Expense as collector.....	1 12
4	E. Burchfield	Expense as collector.....	3 10
5	A. W. Price.....	Lumber furnished	1 79
6	David Laub	Repairing gate wickets.....	3 10
7	John T. Reiser.....	Supplies furnished boat.....	3 18
8	The Huston Hay Axle Company	Supplies furnished for dredge.....	7 00
9	Lewis McFarland	Coal furnished	47 85
10	C. H. Geidel.....	Expense as superintendent.....	51 35
11	John Bimeler	Stone furnished	88 50
12	Samuel Bachtell	Traveling expense as asst. engineer..	6 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
13	C. E. Perkins.....	Traveling expense as chief engineer.	8 25
	Pay roll of officers.....		259 16
	Pay roll No. 1.....	Labor	325 25
	Pay roll No. 2.....	Labor	176 75
	Pay roll No. 3.....	Labor (dredge)	210 32
	Total		\$1,232 62
	SEPTEMBER, 1902		
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	M. S. Harvey.....	Expense as collector and telephone..	7 45
4	A. H. Thompson & Son	Cement furnished	2 70
5	A. N. Compton.....	Horse collar furnished.....	3 00
6	Weible-Enck Co	Lumber furnished.....	3 20
7	Samuel L. Shaffer.....	Horse shoeing	6 15
8	L. P. Wilson.....	Freight and drayage and telephone..	6 65
9	C. Bence	Hardware	7 30
10	Coshocton Hardware Co.	Hardware furnished.....	3 80
11	James A. Bell.....	Hardware furnished.....	12 20
12	Daniel Laub	Blacksmithing	16 25
13	Keagy & Lear Machine Company	Materials and labor furnished for dredge	36 18
14	Lewis McFarland	Coal furnished for dredge.....	36 80
15	Chas. H. Geldel.....	Expenses as superintendent.....	50 00
16	Chas. E. Perkins.....	Traveling expense as chief engineer.	6 00
	Pay roll of officers.....		259 16
	Pay roll No. 1.....	Labor	316 00
	Pay roll No. 2.....	Labor on Dredge No. 7.....	238 95
	Total		\$1,052 39
	OCTOBER, 1902		
1	L. P. Wilson.....	Feeding team	\$ 20 00
2	A. L. Norman.....	Feeding team	20 00
3	E. Burchfield	Expense as collector.....	1 50
4	M. S. Harvey.....	Expense as collector.....	7 32
5	E. J. McLaughlin.....	Labor and materials furnished on Boat No. 1.....	3 00
6	The Gray Hardware Co.	Supplies furnished Dredge No. 7....	12 05
7	L. P. Wilson.....	Expenses in taking boat to dry dock	21 55
8	Lewis McFarland	Coal furnished Dredge No. 7.....	42 21
9	Charles H. Geldel.....	Expenses as superintendent.....	49 85
10	Geo. W. Hilton.....	Rent of Wave Mill dam 6 mos.....	50 00
11	Keagy & Lear Machine Company	Patching dredge boiler and materials furnished	24 73
12	C. E. Perkins.....	Traveling expense as chief engineer.	7 50
13	F. W. Schaub.....	For services rendered.....	5 00
	Pay roll of officers.....		259 16
	Pay roll No. 1.....	Labor	100 00
	Pay roll No. 2.....	Labor	138 25
	Pay roll No. 3.....	Labor on Dredge No. 7.....	263 75
	Total		\$1,023 87

ABSTRACT OF MONEY PAID

By F. C. Dietz, Superintendent Division No. 2, Sub-Division No. 3, Ohio Canal,
for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
DECEMBER, 1901			
1	H. W. Showalter.....	Hardware and wire rope for derrick.	\$ 56 77
2	Wm. T. Evans & Son....	Lumber and telephone toll.....	5 94
3	D. S. Cook & Co.....	Locust posts.....	13 50
4	H. P. Courtier, collector	Expense for postage and exchange...	2 00
5	F. C. Dietz, Supt.....	Traveling expenses.....	34 35
6	S. M. Brown.....	Expense feeding State's horse.....	10 00
7	Alex. Richardson	Expense feeding State's horses.....	20 00
8	J. T. Egerton.....	Surveying	124 50
9	Wm. Turner	Labor, hauling with team.....	3 00
10	Bender Bros.	Blacksmith work and material.....	17 14
11	Chas. E. Perkins.....	Expense inspecting N. Y. canals, per resolution of Board.....	10 00
	Pay roll of officers.....	Salaries	218 34
	Pay roll No. 1.....	Labor	156 50
	Pay roll No. 2.....	Labor	178 18
	Total		\$ 850 22
JANUARY, 1902			
1	G. W. Clark.....	Oak timber.....	\$ 588 48
2	Geo. F. Bareis.....	Lumber	4 67
3	H. W. Showalter.....	Hardware	4 56
4	S. M. Brown.....	Expense of feeding State's horse....	10 00
5	Alex. Richardson	Expense of feeding State's horses....	20 00
6	F. C. Dietz.....	Traveling expenses.....	43 60
7	G. W. Seibert.....	Livery	1 50
8	C. E. Perkins.....	Traveling expenses as chief engineer	3 00
9	Frederick Schaub	Services as messenger one month..	25 00
10	The Bonnet & Ross Co.	Repairing clock.....	1 50
	Pay roll of officers.....	Salaries	218 32
	Pay roll No. 1.....	Labor	163 25
	Pay roll No. 2.....	Labor	113 07
	Total		\$1,196 95
FEBRUARY, 1902			
1	S. M. Brown.....	Feeding State's horse.....	\$ 10 00
2	Alex. Richardson	Feeding State's horses.....	20 00
3	F. C. Dietz.....	Traveling expenses as superintendent	34 60
4	H. P. Courtier & Co....	Exchange	30
	Pay roll of officers.....	Salaries	218 32
	Pay roll No. 1.....	Labor	78 50
	Pay roll No. 2.....	Labor	50 00
	Total		\$ 412 22

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
MARCH, 1902			
1	J. H. Oty.....	Hardware	\$ 33
2	S. M. Brown.....	Feeding State's horse.....	10 00
3	Alex. Richardson	Feeding State's horses.....	20 00
4	F. C. Dietz.....	Traveling expenses.....	35 95
	Pay roll of officers.....	Salaries	218 34
	Pay roll No. 1.....	Labor	50 00
	Pay roll No. 2.....	Labor	50 00
	Total		\$ 384 62
APRIL, 1902			
1	Geo. Maybold	Rubber hip boots for foreman.....	\$ 4 00
2	Perry Rank	Livery for superintendent and Canal Commissioner	3 00
3	S. M. Brown.....	Telephone tolls.....	1 00
4	S. M. Brown.....	Feeding State's horse.....	10 00
5	Alex. Richardson	Feeding State's horses.....	20 00
6	F. C. Dietz.....	Traveling expenses as superintendent	42 00
	Pay roll of officers.....	Salaries	218 32
	Pay roll No. 1.....	Labor	50 00
	Pay roll No. 2.....	Labor	50 00
	Total		\$ 398 32
MAY, 1902			
1	Columbus Sewer Pipe Company	Sewer pipe for culvert at Groveport..	\$ 28 15
2	J. H. Oty.....	Hardware	25
3	McCune-Crane Hardware Company	Hardware	5 65
4	F. Molenpaugh	Wall paper for lock house.....	5 41
5	F. C. Dietz.....	Traveling expenses as superintendent	30 40
6	Alex. Richardson	Feeding State's horses and expenses.....	20 80
7	S. M. Brown.....	Feeding State's horse.....	10 00
	Pay roll of officers.....	Salaries	218 32
	Pay roll No. 1.....	Labor	162 50
	Pay roll No. 2.....	Labor	110 00
	Total		\$ 591 48
JUNE, 1902			
1	Zanesville Hardware Co.	Grain scythes.....	\$ 10 25
2	Frankel & Schorberg...	Iron	85
3	Benjamin Richards	Bolts for lock gates.....	40
4	S. M. Brown.....	Feeding State's horse.....	10 00
5	Alex. Richardson	Feeding State's horses.....	20 50
6	F. C. Dietz.....	Traveling expenses.....	41 74
7	H. P. Courtier.....	Expenses as collector.....	2 56
8	G. W. Seibert.....	Livery	1 50

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
9	H. Hansberger	Shingles	3 20
10	Ball & Ward	Horseshoeing and blacksmithing ...	5 50
11	C. E. Perkins	Traveling expense as chief engineer.	2 25
	Pay roll of officers.....		218 34
	Pay roll No. 1.....	Labor	196 25
	Pay roll No. 2.....	Labor	198 50
	Total		\$ 711 84
	JULY, 1902		
1	W. H. Baker	Blacksmithing	\$ 1 50
2	J. S. Oxley	Repairing harness.....	3 40
3	Elliott & Watson	Hardware	2 35
4	J. J. Snyder & Co.	Oak timber.....	309 67
5	S. M. Brown	Keeping State's horse.....	10 00
6	Alex. Richardson	Keeping State's horses, etc.....	20 90
7	F. C. Dietz	Traveling expenses.....	35 60
8	Hoover & Graves.....	Livery	3 00
9	G. W. Bealmear.....	Livery	1 00
10	G. W. Seibert.....	Livery	1 00
11	A. L. Yardley.....	Screens for office windows at State House	9 00
	Pay roll of officers....		218 32
	Pay roll No. 1.....	Labor	192 87
	Pay roll No. 2.....	Labor	209 00
	Total		\$1,018 11
	AUGUST, 1902		
1	H. W. Showalter.....	Hardware	\$ 10 05
2	Bender Bros.	Blacksmithing	10 67
3	Ball & Ward	Blacksmithing	8 85
4	G. W. Seibert.....	Livery	1 50
5	F. C. Dietz.....	Traveling expenses.....	40 50
6	S. M. Brown	Feeding State's horse.....	10 00
7	Alex. Richardson	Feeding State's horses.....	20 00
8	C. E. Perkins.....	Traveling expenses as chief engineer	3 25
	Pay roll of officers....		218 32
	Pay roll No. 1.....	Labor	256 25
	Pay roll No. 2.....	Labor	108 50
	Total		\$ 687 87
	SEPTEMBER, 1902		
1	Elliott & Wilson.....	Hardware and paints.....	\$ 4 90
2	G. W. Seibert.....	Livery	1 50
3	Alex. Richardson	Feeding State's team.....	20 00
4	S. M. Brown	Feeding State's horse.....	10 00
5	Ball & Ward	Blacksmithing	1 00
6	F. C. Dietz.....	Traveling expenses.....	34 75

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
7	S. M. Brown.....	Traveling expenses.....	1 10
8	Geo. Maybolt	Rubber boots.....	3 50
9	C. E. Perkins.....	Traveling expenses as chief engineer	5 00
	Total.....		\$ 81 75
		Buckeye Lake Account—	
1	Henry Geiger	Oak timber and lumber for Kirkersville dam.....	140 08
2	Elliott & Wilson.....	Spikes	5 70
3	H. L. Hanna.....	Blacksmithing	1 10
4	Ball & Ward.....	Iron and drift bolts.....	4 00
5	Frankel & Schonberg..	Iron and drift bolts.....	3 82
6	S. M. Brown.....	Traveling expenses.....	3 10
7	Charles Wells	10 wagon loads of stone.....	2 50
	Pay roll of officers.....		218 34
	Pay roll No. 1.....	Labor	111 50
	Pay roll No. 2.....	Labor	178 37
	Total		\$ 750 26
	OCTOBER, 1902		
1	Alex. Richardson	Feeding and care of State's team....	\$ 21 00
2	S. M. Brown.....	Feeding and care of State's horse....	10 00
3	F. C. Dietz.....	Traveling expenses.....	43 55
4	F. C. Dietz.....	Lauck Bros' bill, photographing for eng'r dept.....	8 70
	Pay roll of officers.....		218 32
	Pay roll No. 1.....	Labor	107 00
	Pay roll No. 2.....	Labor	79 25
		Buckeye Lake Account—	
1	Henry Geiger	Lumber for Kirkersville dam.....	5 15
	Total		\$ 492 97
	NOVEMBER, 1902		
1	Alex. Richardson	Feeding State's team, etc.....	\$ 22 40
2	S. M. Brown.....	Feeding State's horse and traveling expenses	11 75
3	F. C. Dietz.....	Traveling expenses	46 60
	Pay roll of officers.....		218 32
	Pay roll No. 1.....	Labor	56 00
	Pay roll No. 2.....	Labor	50 00
	Total		\$ 405 07

ABSTRACT OF MONEY PAID

By Geo. H. Watkins, Superintendent Division No. 2, Sub-Division No. 4, Ohio Canal, for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
NOVEMBER, 1901			
1	Geo. H. Watkins.....	Expenses as superintendent.....	\$ 48 45
2	P. Brewer	Keeping team, etc.....	23 91
3	W. H. Kirkendall.....	Keeping team.....	20 00
4	W. H. Kirkendall.....	Expense account	8 50
5	C. W. Watkins.....	Keeping team, etc.....	22 50
6	Seth Knoch, agent....	Lumber	13 28
7	Herrnstein Bros.	Lumber	16 02
8	Schoedinger, Fearn & Company	Hardware	2 25
9	J. A. Breinig.....	Hardware	7 90
10	J. P. Gartner.....	Hardware	11 20
11	Chas Root	Hardware	2 48
12	C. Benford & Son.....	Hardware	5 22
13	John McEwing	Blacksmith work.....	8 00
14	Al. Morris	Blacksmith work.....	3 00
15	Wilson Moyst	Blacksmith work.....	7 70
16	T. M. Lynn.....	Livery	4 50
17	Vallery & Gardner....	Livery	10 00
18	Lunbeck & McConnell..	Livery	3 50
19	Union Coal Co.....	Coal	15 00
20	Union Coal Co.....	Cement	2 40
21	Sells & Co.....	Coal	7 50
22	Geo. H. Fickardt & Son.	Paints	12 10
23	Circleville Novelty Co..	Repairing locks, etc.....	1 75
24	Ph. Lorbach, Jr.....	Harness and repairs.....	7 90
25	Mrs. John Reid.....	Use of jacks.....	6 00
26	Wm. Wilkins	Digging well and pump....	34 22
27	Jerry Clemens	Brick and lime.....	2 98
28	The Western Union Telegraph Co.	Services rendered.....	2 32
29	C. E. Perkins.....	Traveling expenses.....	10 00
30	Harry Millen	Clerical services.....	10 00
	Pay roll of officers....	Salaries	369 98
	Pay roll No. 1.....	Labor	325 25
	Pay roll No. 2.....	Labor	264 75
	Pay roll No. 3.....	Labor	193 75
	Pay roll No. 4.....	Labor	277 60
	Total		\$1,761 81
DECEMBER, 1902			
1	W. H. Kirkendall.....	Expense keeping team.....	\$ 20 00
2	W. H. Kirkendall.....	Expense account.....	6 95
3	P. Brewer	Keeping team and expenses.....	22 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
4	C. W. Watkins.....	Keeping team and expenses.....	21 00
5	Geo. H. Watkins.....	Expenses as superintendent.....	53 00
6	Ed. Reed	Lumber	22 25
7	Geo. Gable, Manager...	Coal	12 98
8	Union Coal Co.....	Coal	20 00
9	J. F. Schleyer.....	Coal	9 00
10	Geo. Keiser	Blacksmith work.....	11 60
11	Hechinger & Dickemann	Blacksmith work.....	4 46
12	Dages, Andrews & Co..	Rubber boots	39 96
13	Wissler & Purdum....	Oil for Dredge No. 5.....	12 00
14	J. A. Breinig.....	Hardware	5 68
15	W. H. Albaugh & Co..	Livery	5 25
16	J. M. & W. Westwater..	Lamp for office of B. P. W.....	1 00
17	Cross & Robinson.....	Dictionary for office of B. P. W.....	3 00
18	John Dice	Livery	10 50
19	Jas. C. Voelker.....	Expenses as collector.....	10 46
20	Chas. E. Perkins.....	Expenses as chief engineer.....	3 50
21	Chas. E. Perkins.....	Expenses for inspection of N. Y. canals	10 00
22	S. G. McCollogh.....	Contingent expenses.....	57 05
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	279 50
	Pay roll No. 2.....	Labor	169 50
	Pay roll No. 3.....	Labor	146 25
	Pay roll No. 4.....	Labor	217 50
	Total		\$1,544 36
JANUARY, 1902			
1	Geo. H. Watkins.....	Expenses as superintendent.....	\$ 51 60
2	W. H. Kirkendall.....	Expense account	27 60
3	W. H. Kirkendall.....	Keeping team.....	20 00
4	P. Brewer	Keeping team, etc.....	23 50
5	C. W. Watkins.....	Keeping team.....	21 40
6	John McEwing	Hardware	12 80
7	C. W. Smith	Hardware	3 52
8	Wissler & Purdum....	Hardware	15 15
9	C. Benford & Son.....	Hardware	3 97
10	J. A. Breinig.....	Hardware	7 69
11	J. A. Breinig.....	Hardware	1 75
12	E. T. O'Harra.....	Lumber	13 10
13	E. B. Gilmore.....	Lumber	2 86
14	Geo. Dungan	Lumber	6 12
15	Wilson H. Moyst.....	Blacksmith work	4 25
16	Hechinger & Dickemann	Blacksmith work.....	2 45
17	Geo. Gabler	Coal	37 25
18	Home Telephone Com- pany (Waverly)	Telephone service.....	10 00
19	Home Telephone Com- pany (Chillicothe) ..	Telephone service.....	1 45
20	W. H. Albaugh & Co..	Livery	3 00
21	Lunbeck & McConnell..	Livery	3 50
22	A. Wamser	Repairing harness, etc.....	6 20

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
23	Geo. H. Fickhardt & Son	Oils	4 50
24	Elizabeth Pinto	House rent.....	14 00
25	C. E. Perkins	Traveling expenses as chief engineer	10 00
26	Henry Kimball	Lumber	141 24
27	Jas. H. Lynch.....	Lumber	320 80
28	F. O. Schoedinger.....	Hardware	26 25
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	486 50
	Pay roll No. 2.....	Labor	115 25
	Pay roll No. 3.....	Labor	181 00
	Pay roll No. 4.....	Labor	243 50
	Total		\$ 2,192 18
FEBRUARY, 1902			
1	Geo. H. Watkins.....	Expenses as superintendent.....	\$ 46 65
2	P. Brewer	Keeping team and expenses.....	21 50
3	W. H. Kirkendall.....	Keeping team and expenses.....	20 00
4	W. H. Kirkendall.....	Expense account	10 35
5	C. W. Watkins.....	Keeping team and expenses.....	21 00
6	August Schmeider	Repairing harness.....	2 85
7	Jacob Doster	Blacksmith work.....	4 35
8	Geo. Gabler	Coal for dredge.....	10 87
9	James T. Blaser.....	Paint	7 85
10	Robert Morris	Rent of roadway at Columbus wharf.	20 00
11	Mrs. John Reid.....	Use of jacks.....	6 00
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	89 00
	Pay roll No. 2.....	Labor	124 25
	Pay roll No. 3.....	Labor	94 25
	Total		\$ 848 90
MARCH, 1902			
1	W. H. Kirkendall.....	Expense account.....	\$ 16 25
2	W. H. Kirkendall.....	Keeping team	20 00
3	Pinckney Brewer	Keeping team	22 45
4	C. W. Watkins.....	Keeping team	21 00
5	Geo. H. Watkins.....	Expenses as superintendent.....	49 00
6	C. E. Perkins.....	Traveling expenses as chief engineer	8 00
7	Samuel Bachtell	Traveling expenses as asst. engineer.	2 00
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	125 75
	Pay roll No. 2.....	Labor	117 50
	Pay roll No. 3.....	Labor	120 00
	Total		\$ 871 93

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
APRIL, 1902			
1	W. H. Kirkendall.....	Expenses keeping team, etc.....	\$ 20 00
2	W. H. Kirkendall.....	Expenses	18 00
3	C. W. Watkins.....	Expenses keeping team, etc.....	22 00
4	P. Brewer	Expenses keeping team, etc.....	22 00
5	F. O. Durham.....	Coal	7 20
6	Geo. H. Watkins.....	Expenses as superintendent.....	50 50
7	C. E. Perkins.....	Traveling expenses as chief engineer	5 00
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	158 75
	Pay roll No. 2.....	Labor	216 50
	Pay roll No. 3.....	Labor	246 75
	Total		\$1,136 68
MAY, 1902			
1	C. W. Watkins.....	Keeping team, etc.....	\$ 21 00
2	Pinckney Brewer	Keeping team, etc.....	22 15
3	W. H. Kirkendall.....	Expense account.....	21 15
4	W. H. Kirkendall.....	Keeping team, etc.....	22 00
5	Geo. H. Watkins.....	Expenses as superintendent.....	45 45
6	J. A. Breinig.....	Hardware	14 55
7	C. W. Smith.....	Hardware	40 51
8	Geo. E. Breece.....	Lumber	45 82
9	Gehres Bros.....	Lumber	7 92
10	Geo. Kelsner	Blacksmith work.....	13 90
11	Hechinger & Dickemann	Blacksmith work.....	4 75
12	Wilson Moyst	Blacksmith work.....	5 00
13	Adam Wamser	Repairing harness, etc.....	16 25
14	I unbeck & McConnell..	Livery	8 00
15	Morgan Wood	Stone	8 80
16	Geo. H. Flickhardt & Son	Paint	5 75
17	C. Benford & Son.....	Rope, etc.....	16 45
18	Chas. E. Perkins.....	Traveling expenses as chief engineer	5 75
19	S. G. McColloch.....	Traveling expenses as secretary....	4 00
	Pay roll of officers.....	Salaries	369 98
	Pay roll No. 1.....	Labor	170 00
	Pay roll No. 2.....	Labor	148 25
	Pay roll No. 3.....	Labor	248 75
	Total		\$1,256 18
JUNE, 1902			
1	W. H. Kirkendall.....	Expense keeping team.....	20 00
2	W. H. Kirkendall.....	Expense account.....	12 70
3	W. Watkins.....	Expense keeping team, etc.....	21 00
4	Brewer	Expense keeping team, etc.....	23 75
5	Geo. H. Watkins.....	Expense as superintendent.....	44 60
6	J. Steinhauer.....	Gravel furnished.....	15 31
7	& O. E. Niles.....	Cement furnished.....	19 60

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
8	S. W. Lewis.....	Brick furnished.....	13 25
9	N. & W. Railroad.....	Mileage book.....	20 00
10	Jacob Hedges	Care of culvert.....	25 00
11	N. G. Jones & Son.....	Veterinary services.....	12 50
12	J. W. Oty.....	Hardware furnished.....	1 50
13	C. E. Perkins.....	Traveling expenses as chief engineer	6 00
	Pay roll of officers.....		369 98
	Pay roll No. 1.....	Labor	326 50
	Pay roll No. 2.....	Labor	238 38
	Pay roll No. 3.....	Labor	322 00
	Total		\$1,492 57
	JULY, 1902		
1	Geo. H. Watkins.....	Expenses as superintendent.....	52 50
2	Wm. Patton	Expenses as collector.....	1 85
3	W. H. Kirkendall.....	Expenses keeping team, etc.....	26 85
4	P. Brewer	Expenses keeping team, etc.....	22 40
5	C. W. Watkins.....	Expenses keeping team, etc.....	21 75
6	C. Benford & Son.....	Hardware furnished.....	5 70
7	J. A. Brenig.....	Hardware furnished.....	17 59
8	Schoedinger & Fearn..	Hardware furnished.....	1 60
9	Wissler & Purdum....	Hardware furnished.....	5 62
10	Reed & Marshall.....	Lumber furnished.....	14 10
11	M. Dulsky	Lumber furnished.....	10 00
12	Geo. H. Fickhardt & Son	Oil and paints.....	13 95
13	Kinnear & Co.....	Livery	2 50
14	Borger Bros. Co.....	Repairs on engine.....	6 00
15	Jerome Smith	Repairs on engine.....	13 00
16	C. E. Perkins.....	Traveling expenses as chief engineer	2 50
17	Western Union Tel. Co.	For telegraphic services rendered..	6 00
	Pay roll of officers.....		369 98
	Pay roll No. 1.....	Labor	219 50
	Pay roll No. 2.....	Labor	160 25
	Pay roll No. 3.....	Labor	750 99
	Total		\$1,724 63
	AUGUST, 1902..		
1	Geo. H. Watkins.....	Expense as superintendent.....	46 85
2	W. H. Kirkendall.....	Expense account.....	14 75
3	W. H. Kirkendall.....	Expense keeping team.....	20 00
4	P. Brewer	Expense keeping team.....	21 50
5	C. W. Watkins.....	Expense keeping team.....	30 40
6	Clarence Vallery.....	Livery	34 50
7	C. L. Haubeil.....	Cement furnished.....	25 50
8	Union Coal Co.....	Cement	22 50
9	C. W. Smith.....	Hardware	12 80
10	C. Benford & Son.....	Hardware	11 90
11	Geo. Keiser	Blacksmithing	8 75
12	Wilson & Moyst.....	Blacksmithing	11 10

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
13	Gehres Bros.....	Lumber	38 43
14	Hernstein Bros.....	Lumber	34 74
15	J. M. Webb.....	Lumber	26 88
16	Morgan Wood	Lumber	3 96
17	W. G. Vallette.....	Cutting weeds and brush.....	40 00
18	L. Harwood	Cutting weeds and brush.....	41 00
19	N. T. Potts.....	Cutting weeds and brush.....	25 00
20	John Hays	Cutting weeds and brush.....	25 00
21	Alonzo Botenhouse ..	Cutting weeds and brush.....	20 00
22	C. E. Perkins.....	Traveling expenses as chief engineer	6 65
	Pay roll of officers.....		369 98
	Pay roll No. 1.....	Labor	371 00
	Pay roll No. 2.....	Labor	579 91
	Pay roll No. 3.....	Labor	583 75
	Total		\$2,426 85
SEPTEMBER, 1902			
1	Geo. H. Watkins.....	Expense as superintendent.....	45 25
2	P. Brewer	Expense keeping team, etc.....	23 95
3	W. H. Kirkendall.....	Expense keeping team, etc.....	20 00
4	W. H. Kirkendall.....	Expense account.....	11 15
5	C. W. Watkins.....	Expense keeping team, etc.....	21 50
6	Wissler and Purdum....	Hardware furnished.....	16 95
7	Schoedinger-Fearn Co.	Hardware furnished.....	13 87
8	Schoedinger-Fearn Co.	Hardware furnished.....	7 78
9	Woodstock Feed Mill Co.	Hardware furnished.....	17 01
10	J. A. Breinlg	Hardware furnished.....	17 15
11	August Deschler	Hardware furnished.....	9 58
12	Kinnear & Co.....	Livery hire.....	2 00
13	Lunbeck & McConnell..	Livery hire.....	12 50
14	Theo. Landis	Blacksmithing	13 65
15	Weidler, Claus & Co...	Supplies furnished boat.....	5 00
16	Hechinger & Dickemann	Blacksmithing	4 05
17	Union Coal Co.....	Coal for dredge.....	19 25
18	E. J. Brown.....	Removing bars from canal.....	45 00
19	H. B. Weaver.....	Collecting claims.....	25 00
20	James Henry	Removing broken boat from aqueduct	100 00
21	Wm. T. Betts.....	Damage claim	30 00
22	C. E. Perkins.....	Traveling expense as chief engineer.	3 50
23	Western Union Tel Co.	Telegraph expenses	2 87
	Pay roll of officers.....		369 98
	Pay roll No. 1.....	Labor	431 50
	Pay roll No. 2.....	Labor	249 00
	Pay roll No. 3.....	Labor	361 75
	Pay roll No. 4.....	Labor	143 25
	Total		\$2,022 49
OCTOBER, 1902			
1	Geo. H. Watkins.....	Expenses as superintendent.....	44 35
2	W. H. Kirkendall.....	Expense account	9 75

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
3	W. H. Kirkendall.....	Expense keeping team.....	20 00
4	P. Brewer	Expense keeping team, etc.....	25 50
5	C. W. Watkins.....	Expense keeping team, etc.....	21 00
6	Mendenhall Bros. & Guth	Hardware	5 30
7	Mendenhall Bros. & Guth	Hardware for dredge.....	1 25
8	C. W. Smith.....	Hardware	33 25
9	J. C. Hibbs Hardware Co.	Hardware	16 33
10	Wissler and Purdum....	Hardware	4 00
11	C. W. Smith.....	Hardware for dredge.....	6 38
12	J. A. Breinig.....	Hardware	8 37
13	Crist Bros.....	Hardware	4 75
14	C. Benford & Son.....	Hardware	6 51
15	Gehres Bros.	Lumber furnished.....	73 67
16	Reed & Marshall.....	Lumber furnished	7 79
17	E. T. Cook.....	Lumber furnished.....	9 36
18	Hechinger & Dickemann	Blacksmithing	4 90
19	John Miller	Blacksmithing for dredge.....	3 00
20	Pee Pee Milling Co....	Coal for dredge.....	15 12
21	W. H. Albaugh Co.....	Livery	22 00
22	E. & O. E. Niles.....	Cement	1 50
23	C. M. Kechle.....	Veterinary services.....	13 25
24	W. Daugherty & Co....	Merchandise	2 10
25	F. A. Oberer.....	Harness	7 00
26	James Henry	Docking and removing boat.....	15 00
27	Robert Morris	Use of roadway at Columbus.....	20 00
28	Home Telephone Co....	Telephone services	6 40
29	C. E. Perkins.....	Traveling expenses as chief engineer	6 50
30	Citizens Telephone Co.	For services rendered	10 00
31	N. & W. Railway Co....	Tickets for foreman	20 00
32	The New Pittsburgh Coal Co.	Coal furnished	7 00
	Pay roll of officers.....		\$ 354 98
	Pay roll No. 1.....	Labor	272 75
	Pay roll No. 2.....	Labor	225 50
	Pay roll No. 3.....	Labor	593 37
	Pay roll No. 4.....	Labor	209 62
	Pay roll No. 5.....	Labor (dredge)	117 00
	Total		\$2,224 55
NOVEMBER, 1902			
1	Geo. H. Watkins.....	Expense as superintendent.....	41 10
2	James C. Voelker.....	Expense as collector.....	7 87
3	W. H. Kirkendall.....	Expense of keeping team, etc.....	20 00
4	W. H. Kirkendall.....	Expense account	16 25
5	Pinckney Brewer	Expense of keeping team, etc.....	21 75
6	C. W. Watkins.....	Expense of keeping team, etc.....	21 00
7	H. T. Dayton.....	Material furnished for Pee Pee aqueduct	50 00
8	Fred Frey	Stone furnished for Pee Pee aqueduct	20 00
9	H. Cook	Wall paper	7 14

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
10	August Schmeidler ...	Blacksmithing	8 00
11	Advance Lumber Co...	Lumber furnished	71 43
12	G. E. Breece.....	Lumber furnished	7 20
13	Pee Pee Milling Co....	Coal for dredge	4 23
	Pay roll of officers.....	.....	362 48
	Pay roll No. 1.....	Labor	191 75
	Pay roll No. 2.....	Labor	149 75
	Pay roll No. 3.....	Labor	181 50
	Pay roll No. 4.....	Labor (dredge No. 4).....	58 25
	Total .....	.....	\$1,239 70

ABSTRACT OF MONEY PAID

By Charles Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami and Erie Canal, for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
DECEMBER, 1901			
1	W. A. Gregg.....	Expense account	2 60
2	J. W. Sullivan.....	Expense account	2 50
3	T. H. Corson.....	Expense account	1 12
4	R. V. Denny.....	Expenses account	12 40
5	Chas. Cooper	Expense account	59 25
6	J. W. Sullivan.....	House rent for December.....	8 34
7	French Whitehead	House rent for December.....	8 00
8	J. W. Gorman.....	House rent for December.....	6 00
9	Wash. Irwin	Keeping State boat team No. 1 and other expenses	28 55
10	Henry F. Eyer.....	Keeping State boat team No. 2.....	20 00
11	Lockland Dry Dock Co.	Repairing State boat "Chas. Cooper"	22 85
12	Lockland Dry Dock Co.	Repairing State boat "Frank A. Huffman"	19 50
13	City & Suburban Telegraph Ass'n.....	Telephone service for Cincinnati collector's office	15 40
14	Emil H. Guth.....	Blacksmith work	7 25
15	J. W. Montgomery.....	Lumber	30 37
16	J. W. Gorman.....	Team	7 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
17	Samuel Bachtell	Traveling expenses as assistant engineer	10 80
18	Chas. E. Perkins	Expense inspecting N. Y. canals per resolution of Board	10 00
19	Chas. E. Perkins	Traveling expense as chief engineer	11 50
20	A. H. Sawyer	Engrossing specifications	9 00
21	John Dardis	Services rendered	22 00
	Pay roll of officers	Salaries	567 17
	Pay roll No. 1	Labor	293 00
	Pay roll No. 2	Labor	234 50
	Pay roll No. 3	Labor	75 00
	Pay roll No. 4	Labor	50 00
	Pay roll No. 5	Labor	20 25
	Total		\$1,552 35
JANUARY, 1902			
1	W. A. Gregg	Expense account	4 20
2	J. W. Sullivan	Expense account	1 50
3	R. V. Denny	Expense account	80
4	Henry F. Eyler	Expense account	7 65
5	Wash. Irwin	Expense account	7 40
6	Chas. Cooper	Expense account	60 25
7	J. W. Sullivan	House rent for January	8 34
8	French Whitehead	House rent for January	8 00
9	J. W. Gorman	House rent for January	6 00
10	Wash. Irwin	Stabling and feeding State boat team No. 1 and other expenses	22 15
11	Henry F. Eyler	Stabling and feeding State boat team No. 2 and other expenses	22 50
12	Lockland Lumber Co.	Lumber	2 52
13	A. M. Vorhis	Livery	1 00
14	City & Suburban Tel. Ass'n	Telephone service for superintendent's residence for January	15 35
15	H. Burman	Coal for collector's office, Cincinnati	3 00
16	Frank Kochler	Hardware	17 35
17	C. E. Perkins	Traveling expenses as chief engineer	10 00
	Pay roll of officers	Salaries	522 17
	Pay roll No. 1	Labor	177 50
	Pay roll No. 2	Labor	144 50
	Pay roll No. 3	Labor	75 00
	Pay roll No. 4	Labor	50 00
	Total		\$1,167 18
FEBRUARY, 1902			
1	W. A. Gregg	Expense account	3 75
2	Chas. Cooper	Expense account	58 75
3	J. W. Sullivan	House rent for February	8 34
4	French Whitehead	House rent for February	8 00
5	J. W. Gorman	House rent for February	6 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
6	Wash. Irwin	Stabling and feeding State boat team No. 1 and other expenses.....	24 10
7	Henry F. Eyler.....	Stabling and feeding State boat team No. 2 and other expenses.....	23 05
8	Jos. Bohmer	Plumber and gas fitter.....	1 75
9	Chas. Kobman	Pump for State boat No. 2.....	4 75
10	American Telephone & Tel. Co.	Messages from Cincinnati to Columbus	2 25
11	The Richardson Paper Co	Coal for dredge No. 6.....	28 00
	Pay roll of officers.....	Salaries	522 17
	Pay roll No. 1.....	Labor	156 50
	Pay roll No. 2.....	Labor	116 00
	Pay roll No. 3.....	Labor	75 00
	Pay roll No. 4.....	Labor	50 09
	Total		\$1,088 41
	MARCH, 1902		
1	W. A. Gregg.....	Expense account	6 70
2	J. W. Sullivan.....	Expense account	2 10
3	R. V. Denny.....	Expense account	3 50
4	Chas. Cooper	Expense account	57 05
5	J. W. Sullivan.....	House rent for March.....	8 34
6	French Whitehead	House rent for March.....	8 00
7	J. W. Gorman.....	House rent for March.....	6 00
8	Wash. Irwin	Feeding State boat team No. 1 for March	21 96
9	Henry F. Eyler.....	Feeding State boat team No. 2 for March	13 80
10	Emil Guth	Blacksmith work	7 35
11	Joseph T. Koelin.....	Blacksmith work	2 75
12	W. L. Comer.....	Coal for collector's office at Lockland	3 50
13	H. Burman	Coal for collector's office at Cin'ti... ..	3 00
14	C. N. Abbott.....	Livery	3 00
15	City & Sub. Tel. Co....	Telephone service at Cincinnati collector's office	18 25
16	E. Perkins.....	Traveling expenses as chief engineer	11 25
17	E. Perkins.....	Traveling expenses as chief engineer	16 00
18	Samuel Bachtell	Traveling expenses as assistant engineer	10 15
	Pay roll of officers.....	Salaries	522 17
	Pay roll No. 1.....	Labor	232 25
	Pay roll No. 2.....	Labor	93 50
	Pay roll No. 3.....	Labor	75 00
	Pay roll No. 4.....	Labor	9 72
	Total		\$1,135 28
	APRIL, 1902		
1	W. A. Gregg.....	Expense account	5 75
2	J. W. Sullivan.....	Expense account	2 45

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
3	Chas. Cooper	Expense account	62 75
4	J. W. Sullivan	Lock house rent for April	8 34
5	French Whitehead	Lock house rent for April	8 00
6	J. W. Gorman	Lock house rent for April	8 00
7	Wash. Irwin	Feeding State boat team	20 65
8	Joseph T. Kaslin	Horse shoeing	5 25
9	E. Bowen	Towing line	5 40
10	J. D. Dotzaner	One set of new harness	36 90
11	John Arpp	One pump for Middletown lock house	2 00
12	Mooch & Weil	One team of mules for State boat	275 00
13	John Mueller	Five barrels Black Diamond cement	3 75
14	Jos. L. Slon	Livery	1 00
15	C. E. Perkins	Traveling expense as chief engineer	7 00
16	Lockland Dry Dock Co.	For materials furnished	4 00
17	Lockland Dry Dock Co.	For materials furnished	34 52
	Pay roll of officers .....	.....	522 17
	Pay roll No. 1	Labor	228 00
	Pay roll No. 2	Labor	110 75
	Pay roll No. 3	Labor	75 00
	Total .....	.....	\$1,424 68
	MAY, 1902		
1	W. A. Gregg	Expense account	4 25
2	J. W. Sullivan	Expense account	3 25
3	T. H. Carson	Expense account	2 25
4	R. V. Denny	Expense account	2 10
5	Chas. Cooper	Expense account	59 95
6	J. W. Sullivan	Rent of lock house	8 34
7	Rice Pond	Rent of lock house	8 00
8	J. W. Gorman	Rent of lock house	6 00
9	Wash. Irwin	Feeding State's team, etc.	26 95
10	Henry F. Eyer	Feeding State's team, etc.	22 03
11	Denny & Simpson	Lumber	23 14
12	C. Crane & Co.	Lumber	12 96
13	Samuel H. Taft	Lumber	2 05
14	J. W. Montgomery	Lumber	119 30
15	J. W. Montgomery	Lumber	100 63
16	A. Ritter	Hardware	10 55
17	Ritter & Keuthan	Hardware	31 45
18	Frank Koehler	Hardware	54 85
19	Emil H. Guth	Blacksmithing	19 65
20	Lockland Dry Dock Co.	Work on sign post	1 50
21	E. Bowen	Manila rope	3 30
22	W. C. Peal & Bros.	Paint	2 00
23	George Bart	Repairing roof and gutter	1 75
24	Otto Ilin	Teaming	15 00
25	Henry Ihlendorf	Livery	28 00
26	Western Union Tel Co.	For telegraphic services rendered ..	6 88
27	C. E. Perkins	Expense as chief engineer	11 00
28	City & Suburban Tel.	Services rendered	15 25
29	Lockland Lumber Co.	For material furnished	1 50
	Pay roll of officers .....	.....	522 17

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	Pay roll No. 1.....	Labor	337 65
	Pay roll No. 2.....	Labor	234 50
	Pay roll No. 3.....	Labor	75 00
	Total		\$1,773 20
	JUNE, 1902		
1	W. A. Gregg.....	Expense account	5 50
2	J. W. Sullivan.....	Expense account	2 85
3	R. V. Denny.....	Expense account	8 20
4	Wash. Irwin	Expense account	7 85
5	Chas. Cooper	Expense account	60 75
6	J. W. Sullivan.....	Lock house rent	8 34
7	Rice Pond	Lock house rent	8 00
8	J. W. Gorman.....	Lock house rent	6 00
9	City & Suburban Tel. Ass'n	For collector's office Cincinnati.....	18 00
10	L. G. Anderson.....	Lumber	12 53
11	Lockland Lumber Co..	Lumber	80
12	Albert Habenstreit ..	Lumber	41 40
13	J. W. Montgomery.....	Lumber	27 00
14	Denny & Simpson.....	Lumber	21 46
15	Ritter & Keuthan.....	Gate wickets	21 96
16	Eureka Tackle-block Manf'g. Co.....	Tackle blocks.....	18 90
17	Robert Mitchell Furni ture Co.....	Office desk and chair.....	24 50
18	Julius Uihlein	Wire steel cable	52 86
19	Lockland Dry Dock Co.	Repairing boat "Chas. Cooper".....	4 97
20	J. A. Pendery.....	Deck brooms	1 30
21	O. G. Rightmire.....	Repairing State's house at Cummins- ville	6 60
22	J. W. Gorman.....	Team and labor	5 50
23	Wash. Irwin	Feeding State's team	20 00
24	Henry F. Eyer.....	Feeding State's team and other ex- penses	21 50
25	Shartle & Bevis Co....	Work done on derrick.....	39 93
26	Star City Planing Mill	Lumber	6 25
27	C. C. Foutz.....	Hardware	45 09
28	William Duecker	Repairing building	3 13
29	Fred R. Smith.....	Livery	12 00
30	Chas. Feller	One bed for dredge tender.....	3 00
31	W. O. Tuttle.....	Plastering on State's building.....	7 50
32	W. I. Comer.....	Cement	16 00
33	E. Bowen	Manila rope	15 31
34	Geo. McGehean	Plastering and painting lock house at Rockdale	11 80
35	J. N. Abbott.....	Livery and labor	4 75
36	Jos. J. Kuntzler.....	Labor	21 00
37	Ritter Harness & Buggy Co	Repairing harness	3 55
38	A. Ritter	Blacksmithing	14 45
39	Chas. E. Perkins.....	Expense account as chief engineer..	16 50

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	Pay roll of officers.....		522 17
	Pay roll No. 1.....	Labor	396 00
	Pay roll No. 2.....	Labor	229 06
	Pay roll No. 3.....	Labor	37 50
	Total		\$1,811 76
	JULY, 1902		
1	W. A. Gregg.....	Expense account	5 38
2	J. W. Sullivan.....	Expense account	3 20
3	T. H. Corson.....	Expense account	1 50
4	Chas. Cooper	Expense account	61 25
5	J. W. Sullivan.....	Rent for lock house at Lockland...	8 34
6	Rice Pond	Rent for lock house at Lockland.....	8 00
7	J. W. Gorman.....	Rent for lock house at Crescentville	6 00
8	Wash. Irwin	Feeding State's team and car fare...	21 80
9	Henry F. Eyer.....	Feeding State's team and car fare...	21 60
10	Emil H. Guth.....	Blacksmithing	7 80
11	A. Peters	Blacksmithing	35
12	Joseph Koelin	Blacksmithing	3 50
13	A. Ritter	Blacksmithing	22 75
14	John Arpp	Plumbing	6 50
15	J. W. Montgomery....	Lumber	207 27
16	Lockland Dry Dock Co.	One pike pole for State boat.....	1 50
17	The Williams Directory Co	Directory for collector's office, Cin'ti	6 00
18	The Beattie Electrical Co	Supply for collector's office, Cin'ti...	4 09
19	Wm. Miner	Canvas for dam at Lockland.....	5 00
20	W. F. Gillham.....	Black Diamond cement	17 00
21	City Suburban Tel Co.	Telephone for superintendent's residence	15 00
22	Samuel Bachtell	Traveling expense as assistant engineer	10 00
23	C. E. Perkins.....	Traveling expense as chief engineer	12 50
	Pay roll of officers.....		567 17
	Pay roll No. 1.....	Labor	363 00
	Pay roll No. 2.....	Labor	303 70
	Pay roll No. 3.....	Labor	50 00
	Total		\$1,740 20
	AUGUST, 1902		
1	W. A. Gregg.....	Expense account	19 30
2	J. W. Sullivan.....	Expense account	4 20
3	R. V. Denny.....	Expense account	4 80
4	Chas. Cooper	Expense account	62 25
5	J. W. Sullivan.....	Lock house rent	8 34
6	Rice Pond	Lock house rent	8 00
7	J. W. Gorman.....	Lock house rent	6 00
8	Wash. Irwin	Feeding State boat team and street car fare	23 35
9	Henry F. Eyer.....	Feeding State boat team and street car fare	21 70

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
10	A. Ritter	Blacksmithing	24 60
11	James K. Aylward	Blacksmithing	1 10
12	Frank Koehler	Hardware	61 72
13	Kuhlman H'dware Co.	Hardware	4 16
14	C. C. Foutz	Hardware	10 80
15	The Marvin & Snodgrass Co.	Lumber	40 11
16	Lockland Dry Dock Co.	Repairing State boat No. 1.	24 20
17	Haldeman Paper Co.	Materials furnished	5 00
18	Chas Koimann	Repairing pump	2 05
19	Queen City Awning & Tent Co.	Canvas	26 13
20	J. G. Dotzner	Repairing saddle and supplies.	7 85
21	J. W. Walker	Repairing collector's office at Cin'tl.	5 00
22	E. Bowen	Manila rope	6 75
23	Edward Dauderich	Materials and labor	1 00
24	Henry Kattman	Labor	27 50
25	Fred R. Smith	Livery	17 00
26	Samuel Bachtell	Traveling expense as assistant engineer	8 00
27	Chas. E. Perkins	Traveling expense as chief engineer	22 25
	Pay roll of officers		522 17
	Pay roll No. 1	Labor	372 00
	Pay roll No. 2	Labor	298 40
	Pay roll No. 3	Labor	75 00
	Total		\$1,720 48

ABSTRACT OF MONEY PAID

By Chas. Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami and Erie Canal, for Material and Labor for the Permanent Improvement of the Miami and Erie Canal.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	DECEMBER, 1901		
1	P. T. Morley	For services as inspector	40 00
2	Henkel & Sullivan	Partial payment on contract	2,500 00
3	Jas. C. Wonders	Engineering services and expenses ..	43 80
	Total		\$2,583 80

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JULY, 1902			
1	Pay roll No. 1.....	Labor	96 75
	W. L. Comer.....	Portland cement	36 00
	Total		\$ 132 75
FEBRUARY, 1902			
1	Adam Koenig	For Portland cement and its delivery	46 15
2	P. T. Morley.....	For services as inspector.....	78 00
3	Henkel & Sullivan.....	Partial payment on amount due on contract	1,000 00
	Pay roll No. 1.....	Labor performed	169 75
	Total		\$1,293 90
MARCH, 1902			
1	Henkel & Sullivan....	For work done in building stone canal walls between canal elevator and Liberty street Cincinnati.....	1,000 00
2	Jas. C. Wonders.....	For engineering services rendered...	42 75
3	Jas. C. Wonders.....	For engineering services rendered...	87 93
	Total		\$1,130 68
AUGUST, 1902			
1	Charles Johnson	Services in assisting in making surveys	5 25
2	Charles Weaver	Services in assisting in making surveys	5 25
3	Jas. C. Wonders.....	Engineering services rendered.....	23 50
4	Jas. C. Wonders.....	Engineering services rendered.....	67 49
	Total		\$ 101 49

ABSTRACT OF MONEY PAID

By Chas. Cooper Superintendent Division No. 3, Sub-Division No. 1, Miami and Erie Canal, for Material and Labor for Dredging the Miami and Erie Canal.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
MAY, 1902			
	Pay roll No. 1.....	Labor	328 12
	Pay roll No. 2.....	Labor	125 43
1	Standard Oil Co.....	Engine and machine oil for dredge No. 6	3 50
2	Crane, Hawley Co.....	Pump and fittings for dredge No. 6..	12 11
3	E. Bowen	Wipers for machinery, dredge No. 6	25
4	E. Bowen	Manila rope for dredge No. 6.....	4 20
5	Luhrig Coal Co.....	Coal for dredge No. 6.....	21 48
6	Wm. T. Johnson & Co..	Hardware for dredge No. 6.....	5 38
7	Wm. T. Johnson & Co..	Hardware for dredge No. 6.....	1 25
8	William Lang	Blacksmithing	40
	Total		\$ 502 09
JUNE, 1902			
	Pay roll No. 1.....	Labor	1,262 25
	Pay roll No. 2.....	Labor	324 26
1	William Sheedy	Expense account	1 87
2	Thacker Company	Coal furnished	57 75
3	The Luhrig Coal Co....	Coal furnished	46 34
4	H. J. McKeown.....	Machine and engine work.....	40 98
5	Jos. B. Blettner & Co..	Machine and engine work.....	14 90
6	Jos. B. Blettner & Co..	Machine and engine work.....	3 15
7	Jos. B. Blettner & Co..	Machine and engine work.....	16 14
8	Jos. B. Blettner & Co..	Machine and engine work.....	19 30
9	Dayton Globe Iron Wks	Rack and pinion.....	12 50
10	McIlvain & Speigel....	Boiler work	11 70
11	Wm. S. Johnson.....	Supplier for dredge.....	1 48
12	Wm. S. Johnson.....	Supplier for dredge.....	1 21
13	Standard Oil Co.....	Engine and machine oil.....	7 75
14	Lockland Dry Dock Co..	Putting deck in mud boat.....	31 97
	Total		\$1,853 55
JULY, 1902			
	Pay roll No. 1.....	Labor	363 96
	Pay roll No. 2.....	Labor	1,326 75
	Pay roll No. 3.....	Labor	25 00
1	Lockland Lumber Co..	Repairing dredge No. 6 and labor....	9 82
2	Jos. B. Blettner & Co..	Repairing dredge No. 6 and labor....	30 34
3	H. J. McKeown.....	Repairing unloader No. 1 and labor..	80 90
4	H. J. McKeown.....	Repairing unloader No. 1 and labor..	1 92
5	E. Bowen	Manila rope for dredge No. 6.....	9 30
6	C. Crane & Co.....	Oak lumber and drayage.....	10 60
7	Joseph Fettig	Wipers for dredge No. 6.....	2 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
8	W. T. Johnson & Co....	Hardware for dredge No. 6.....	2 40
9	Joseph Gasdorf	Oil paints for dredge No. 6.....	53
10	Joseph Fettig	Wipers for dredge No. 6.....	1 00
11	Standard Oil Co.....	Machine and engine oil for dredge No. 6	3 80
12	Folz & Jonte.....	Tent for unloader	10 00
13	V. Fisher	Repairs and materials for boarding boat "G. B. Cox".....	39 25
	Total		\$1,917 57
	AUGUST, 1902		
	Pay roll No. 1.....	Labor	\$ 258 37
	Pay roll No. 2.....	Labor	629 25
	Pay roll No. 3.....	Labor	52 00
	Pay roll No. 4.....	Labor	27 20
	Pay roll No. 5.....	Labor	28 00
1	Lockland Lumber Co..	Lumber	13 70
2	William Sheedy	Expense account.....	80
3	H. Elder	Blacksmithing	2 50
4	Jos. B. Blettner.....	Machine and engine work on dredge No. 6	90 61
5	H. J. McKeown.....	Machine work on unloading machine	3 45
6	H. J. McKeown.....	Machine work on unloading machine	10 10
7	E. Bowen	Manila rope.....	21 06
	Total		\$1,136 98

ABSTRACT OF MONEY PAID

By Charles Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami
and Erie Canal for Material and Labor for Dredging the Miami
and Erie Canal as per contract with Folz and Jonte.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	MARCH, 1902		
1	Folz & Jonte.....	Dredging done under contract. Est. No. 5	\$2,092 00
2	Jas. C. Wonders.....	For engineering services rendered...	14 05
3	John A. Dardis.....	For services rendered as inspector..	57 50
	Total		\$2,163 55

ABSTRACT OF MONEY PAID—Continued.

To Whom.	And For What Paid.	Amount.
APRIL, 1902		
Dardis.....	Inspection services.....	\$ 70 00
Monte.....	Dredging done on contract in Cincinnati	2,739 36
		<u>\$2,809 36</u>
1902		
Monte.....	For repair of dredge No. 6.....	\$ 500 00
Folz & Jonte.....	Extra on dredging.....	500 00
Total		<u>\$1,000 00</u>
MAY, 1902		
1 Folz & Jonte.....	Final estimate on dredging contract in Cincinnati	\$1,573 95
2 John A. Dardis.....	Services as inspector of dredging...	20 00
3 Jas. C. Wonders.....	For engineering services.....	18 50
Total		<u>\$1,612 45</u>

ABSTRACT OF MONEY PAID

By Charles Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami and Erie Canal, for Material and Labor for the Repair of the Carthage Aqueduct.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
DECEMBER, 1901			
1	Haldeman Paper Co....	Materials furnished.....	\$ 25 00
2	Kretz & Perrine.....	Lumber	10 58
3	C. Crane & Co.....	Lumber	26 36
4	Emil H. Guth.....	Blacksmithing	30 40
5	J. C. Bonnell.....	Gravel furnished.....	15 00
6	Henry Ihlendorf	Team hire and materials.....	36 00
7	C. H. Glandorf.....	Services rendered.....	489 82
8	Phillip Carey Manf'g Co	Materials furnished.....	1 00

8 B. P. W.

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
8	W. T. Johnson & Co....	Hardware for dredge No. 6.....	2 40
9	Joseph Gasdorf	Oil paints for dredge No. 6.....	53
10	Joseph Fettig	Wipers for dredge No. 6.....	1 00
11	Standard Oil Co.....	Machine and engine oil for dredge No. 6	3 80
12	Folz & Jonte.....	Tent for unloader	10 00
13	V. Fisher	Repairs and materials for boarding boat "G. B. Cox".....	39 25
	Total .....	.....	\$1,917 57
	AUGUST, 1902		
	Pay roll No. 1.....	Labor	\$ 258 37
	Pay roll No. 2.....	Labor	629 25
	Pay roll No. 3.....	Labor	52 00
	Pay roll No. 4.....	Labor	27 20
	Pay roll No. 5.....	Labor	28 00
1	Lockland Lumber Co..	Lumber	13 70
2	William Sheedy	Expense account.....	80
3	H. Elder	Blacksmithing	2 50
4	Jos. B. Blettner.....	Machine and engine work on dredge No. 6	90 61
5	H. J. McKeown.....	Machine work on unloading machine	3 45
6	H. J. McKeown.....	Machine work on unloading machine	10 10
7	E. Bowen	Manila rope.....	21 06
	Total .....	.....	\$1,136 98

ABSTRACT OF MONEY PAID

By Charles Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami
and Erie Canal for Material and Labor for Dredging the Miami
and Erie Canal as per contract with Folz and Jonte.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
	MARCH, 1902		
1	Folz & Jonte.....	Dredging done under contract. Est. No. 5	\$2,092 00
2	Jas. C. Wonders.....	For engineering services rendered...	14 05
3	John A. Dardis.....	For services rendered as inspector..	57 50
	Total .....	.....	\$2,163 55

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
APRIL, 1902			
1	John A. Dardis.....	Inspection services.....	\$ 70 00
2	Folz & Jonte.....	Dredging done on contract in Cincinnati	2,739 36
	Total .....	.....	\$2,809 36
MAY, 1902			
1	Folz & Jonte.....	For repair of dredge No. 6.....	\$ 500 00
2	Folz & Jonte.....	Extra on dredging.....	500 00
	Total .....	.....	\$1,000 00
MAY, 1902			
1	Folz & Jonte.....	Final estimate on dredging contract in Cincinnati	\$1,573 95
2	John A. Dardis.....	Services as inspector of dredging...	20 00
3	Jas. C. Wonders.....	For engineering services.....	18 50
	Total .....	.....	\$1,612 45

ABSTRACT OF MONEY PAID

By Charles Cooper, Superintendent Division No. 3, Sub-Division No. 1, Miami and Erie Canal, for Material and Labor for the Repair of the Carthage Aqueduct.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
DECEMBER, 1901			
1	Haldeman Paper Co....	Materials furnished.....	\$ 25 00
2	Kretz & Perrine.....	Lumber	10 58
3	C. Crane & Co.....	Lumber	26 36
4	Emil H. Guth.....	Blacksmithing	30 40
5	J. C. Bonnell.....	Gravel furnished.....	15 00
6	Henry Ihlendorf	Team hire and materials.....	33 00
7	C. H. Glandorf.....	Services rendered.....	489 82
8	Phillip Carey Manf'g Co	Materials furnished.....	1 00
8	B. P. W.		

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
7	City Forge & Iron Works	Materials for dredge No. 4.....	19 85
8	A. Spark	Saw filing and blacksmithing.....	4 30
9	James L. Day	Spikes	40 50
10	John O'Connor	Expenses as superintendent.....	58 75
11	Wm. F. Robbins.....	Livery at Piqua.....	2 00
12	Dick Floyd	Livery at Huntsville.....	8 50
12	Samuel Bachtell.....	Traveling expenses as assistant engineer	14 50
14	C. E. Perkins.....	Traveling expenses as chief engineer	14 00
	Pay roll of officers.....	.....	406 66
	Pay roll No. 1.....	.....	545 50
	Total .....	.....	\$1,179 51
	NOVEMBER, 1901		
1	Elmer Wombold	Expenses as collector at Dayton....	\$ 10 85
2	Frank C. Davies.....	Expenses as collector at Piqua.....	3 00
3	Hugh Brennan	Keeping team and other expenses...	22 00
4	Edwin McConnell	Keeping team and other expenses...	33 02
5	C. E. Fergus.....	Saw filing.....	75
6	John Bushnell	Blacksmithing	65
7	John Gretzinger	Casting and repairing bolts.....	67 70
8	W. H. Angle.....	Spikes for lock gates at New Bremen	20 77
9	C. P. Orr.....	Lumber	336 83
10	J. H. Funk.....	Hire of wagon.....	4 10
11	Samuel Hunter	Livery hire.....	3 00
12	Henry Fecklinburg	Horse feed	1 75
13	Fischer & Reisinger....	Hardware	4 43
14	Central Union Tel. Co...	Rent for superintendent.....	3 65
15	Sweetman Prtg. House.	Furnishing and printing postal cards	5 00
16	Dayton Globe Iron Works	Materials for dredge.....	6 20
17	John O'Connor	Expenses as superintendent.....	58 95
18	Samuel Bachtell	Traveling expenses as assistant engineer	4 50
19	C. E. Perkins.....	Traveling expenses as chief engineer	12 00
20	J. M. & W. Westwater.	Two electric lamps for office.....	1 00
21	Cross & Robinson.....	One Webster's dictionary for office..	2 00
	Pay roll of officers.....	.....	406 66
	Pay roll Nos. 1 and 2..	.....	285 24
	Total .....	.....	\$1,294 05
	DECEMBER, 1901		
1	Elmer Wombold	Expenses as collector at Dayton....	\$ 4 15
2	Frank C. Davies.....	Expenses as collector at Piqua.....	6 85
3	Hugh Brennan	Keeping team.....	20 00
4	Edwin McConnell	Keeping team and other expenses...	43 25
5	Harry McDargh	For engineering services.....	5 00
6	Edwin McConnell	Telephone expense.....	2 15
7	Dayton Gas & Fuel Co.	Fuel for collector's office, Dayton...	21 00
8	Wm. Everly	Repairing canal repairing boat.....	8 25

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
9	Central Union Tel. Co.	Rent for telephone at Dayton collectors office.....	1 50
10	Piqua Home Tel. Co.	Telephone service for foreman at Piqua	3 75
11	W. F. Robbins.....	Livery hire.....	10 00
12	Dick Floyd	Livery hire.....	12 00
13	Dudgeon Brothers	Livery hire and horse feed.....	4 75
14	W. H. Angle.....	Spikes for Loramie reservoir.....	5 39
15	George Gast	Blacksmithing	17 56
16	H. J. Schmidt.....	Veterinary services.. ..	1 00
17	John Lampersweiler ..	Oil for dredge.....	4 40
18	A. C. House.....	Lumber for Lewiston reservoir bank	512 93
19	C. Wagler	Lumber for Lewiston reservoir bank	761 85
20	John O'Connor	Expense as superintendent.....	58 90
21	Central Union Tel. Co.	Telephone for superintendents office, Dayton	3 55
22	D. Leonhard & Son....	Harness	8 50
23	Houck & Ely.....	Lumber for Snyder's lock.....	9 12
24	Samuel Bachtell	Traveling expense as assistant engineer	6 00
25	C. E. Perkins.....	Traveling expense as chief engineer	10 00
26	C. E. Perkins.....	Traveling expense as chief engineer	8 50
27	A. H. Sawyer.....	Engrossing specifications.....	8 00
	Pay roll of officers.....		497 66
	Pay roll Nos. 1 and 2..	Labor	531 05
	Total		\$2,587 06
	JANUARY, 1902.		
1	Elmer Wombold	Expense as collector at Dayton....	\$ 4 25
2	Frank C. Davies.....	Expense as collector at Piqua.....	1 50
3	Hugh Brennan	Keeping team and other expenses..	23 10
4	Ed. McConnell	Keeping team and other expenses..	33 90
5	Wm. M. Whitmore.....	Coal for dredge No. 4.....	10 32
6	Chas. J. Boesel.....	Nails	2 85
7	The Rabe Mfg. Co.....	Lumber for Lewiston reservoir embankment	1 18
8	Gregorie Gast	Blacksmithing	3 50
9	Central Union Tel. Co.	Telephone for superintendent's office	3 25
10	Central Union Tel. Co.	Telephone for collectors office.....	1 50
11	C. Wag'ler	Lumber for New Bremen lock.....	82 61
12	Isaac Moran	Livery hire at Dayton.....	15 50
13	John O'Connor	Expense as superintendent.....	59 35
14	C. E. Perkins.....	Traveling expense as chief engineer	6 00
	Pay roll of officers.....		396 66
	Pay roll Nos. 1 and 2..		425 04
	Total		\$1,075 71
	FEBRUARY, 1902		
1	Elmer Wombold	Expense as collector at Dayton.....	\$ 4 70
2	Frank C. Davies.....	Expense as collector at Piqua.....	1 90

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
3	Hugh Brennan	Keeping team and other expenses..	24 20
4	Ed. McConnell	Keeping team and other expenses..	21 20
5	Central Union Tel Co.	Telephone service for collectors office	1 50
6	John O'Connor	Expense as superintendent.....	61 15
7	Central Union Tel Co.	Telephone service for superin- tendent's office.....	3 00
	Pay roll of officers.....	.....	396 66
	Pay roll Nos. 1 and 2..	Labor	165 75
	Total .....	.....	\$ 684 06
MARCH, 1902			
1	Elmer Wombold	Expense as collector at Dayton.....	\$ 4 45
2	Frank C. Davies.....	Expense as collector at Piqua.....	2 75
3	Hugh Brennan	Keeping team and other expenses...	24 45
4	Edwin McConnell	Keeping team and other expenses...	22 10
5	Piqua Home Tel. Co...	Telephone service for foreman, three months	3 75
6	Central Union Tel. Co.	Telephone service for collector in Dayton	1 50
7	C. E. Fergus.....	Saw filing.....	45
8	John O'Connor	Expense as superintendent.....	58 50
9	C. E. Perkins.....	Traveling expense as chief engineer	6 75
10	C. E. Perkins.....	Traveling expense as chief engineer	11 00
	Pay roll of officers.....	.....	426 66
	Pay roll Nos. 1 and 2..	Labor	201 50
	Total .....	.....	\$ 799 86
APRIL, 1902			
1	Elmer Wombold	Expenses as collector at Dayton....	\$ 4 50
2	Frank C. Davies.....	Expenses as collector at Piqua.....	3 70
3	Hugh Brennan	Keeping team, etc.....	22 20
4	Edwin McConnell	Keeping team, etc.....	22 20
5	C. P. Orr.....	Lumber for embankment of Lewis- ton reservoir	222 77
6	Jacoby Hardware Co...	Material for dredge No. 4.....	11 78
7	Central Union Tel. Co..	For collectors office at Dayton.....	1 50
8	Riley Foutz	Street sprinkling for collectors office at Dayton	3 00
9	John O'Connor	Expense as superintendent.....	59 05
10	Samuel Bachtell	Traveling expense as assistant en- gineer	5 50
11	C. E. Perkins.....	Traveling expense as chief engineer	5 00
	Pay roll of officers.....	.....	396 66
	Pay roll Nos. 1 and 2..	.....	246 42
	Total .....	.....	\$1,004 28

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
MAY, 1902			
1	Elmer Wombold	Expense as collector at Dayton.....	\$ 7 50
2	Frank C. Davies.....	Expense as collector at Piqua.....	2 75
3	Hugh Brennan	Keeping team and other expenses..	26 50
4	Edwin McConnell	Keeping team and other expenses..	26 25
5	Central Union Tel. Co.	For use in collectors office at Dayton	1 50
6	Central Union Tel. Co.	For use in superintendent's office at Dayton	10 65
7	John Benkert	Repair of harness.....	2 15
8	Chas. Adams	Postage on reports for one year....	3 30
9	John Bushnell	Blacksmithing and horse shoeing...	4 60
10	George Gast	Blacksmithing work.....	60
11	Michael Ressler	Cleaning out State ditch for one year	5 00
12	C. E. Fergus.....	Saw filing.....	75
13	Markley & Ryder.....	Horse shoeing.....	9 00
14	A. C. House.....	Piling for Lewiston reservoir bank.	913 50
15	D. Leonhard & Son....	Harness repairs.....	2 60
16	W. H. Angle.....	Hardware for dredge.....	29 78
17	Alex. Gebhart	Lumber for Mad river aqueduct....	36 03
18	Houck & Ely.....	Lumber for Mad river aqueduct....	32 18
19	Tischer & Reisinger....	Tools and spikes.....	38 20
20	Brandriff & Hedges....	Paints and oils.....	57 81
21	City Forge & Iron Works	Repairs on Dredge No. 4.....	14 50
22	Graves & Marshall....	Repairing dredge dipper.....	48 20
23	The Dayton Globe Iron Works	Castings and chains for dredge No. 4	51 89
24	The Poorman Mfg. Co..	Repairs for dredge No.4.....	6 30
25	L. N. Kershner.....	Lumber for dredge No. 4.....	106 00
26	C. L. Woods.....	Lumber for dredge No. 4.....	139 49
27	John M. O'Connor.....	Rent of canal boat.....	42 00
28	T. F. Shaw.....	Livery at Sidney.....	9 50
29	John O'Connor	Expenses as superintendent.....	58 60
30	C. E. Perkins.....	Traveling expense as chief engineer	8 25
	Pay roll of officers.....	.....	402 66
	Pay roll Nos. 1 and 3..	.....	229 44
	Pay roll No. 2.....	.....	438 13
	Total .....	.....	\$2,765 61
JUNE, 1902			
1	Lincoln Evans	Keeping team and other expenses..	\$ 34 90
2	Frank C. Davies.....	Expenses as collector at Piqua.....	1 90
3	Hugh Brennan	Expenses as foreman dredge No. 4..	1 60
4	Edwin McConnell	Keeping team and other expenses..	27 90
5	Houck & Ely.....	Lumber for Mad river aqueduct....	3 47
6	O. F. Fromm.....	Material and repairs for boat No. 1.	3 70
7	Tischer & Reisinger....	Material and repairs for boat No. 1.	9 26
8	City Forge & Iron Co..	Material for Mad river aqueduct....	6 25
9	Alexander Gebhardt & Company	Lumber for Mad river aqueduct....	20 57
10	Brandriff & Hedges....	Paints and oils for boat No. 2.....	23 44

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
11	Brandriff & Hedges....	Paints and oils for dredge No. 4....	21 00
12	Brandriff & Hedges....	Machine oil for dredge No. 4.....	4 45
13	W. H. Angle.....	Hardware for dredge No. 4.....	12 02
14	C. L. Hoyle.....	Repairs on dredge No. 4 boiler	45 78
15	Chas. A. Gump.....	Materials and labor.....	16 28
16	George J. Roberts....	Material for repair of boat No. 1 and dredge No. 4.....	4 00
17	W. F. Robbins.....	Livery	15 00
18	John M. O'Connor....	Rent of canal boat.....	72 00
19	Poorman Mfg. Co.....	Material for dredge No. 4.....	1 00
20	Home Telephone Co...	At Piqua.....	3 75
21	John Bushnell	Horse shoeing.....	4 90
22	John O'Connor.....	Expense as superintendent.....	58 90
23	D. C. Statler.....	Coal for dredge No. 4.....	34 13
24	Samuel Bachtell	Traveling expense as assistant en- gineer	5 50
25	C. E. Perkins.....	Traveling expense as chief engineer	6 50
26	F. J. Styron.....	Painting	4 60
	Pay roll of officers.....		456 66
	Pay roll No. 1.....	Labor	251 75
	Pay roll No. 2.....	Labor	273 11
	Pay roll No. 3.....	Labor	309 25
	Total		\$1,733 57
JULY, 1902			
1	Elmer Wombold	Expenses as collector, June.....	\$ 4 10
2	Elmer Wombold	Expenses as collector, July.....	4 30
3	Frank C. Davies.....	Expenses as collector, July.....	3 00
4	Lincoln Evans	Keeping team and other expenses...	30 85
5	Edwin McConnell	Keeping team and other expenses...	24 80
6	Wm. R. Howe.....	Veterinary services.....	8 00
7	The Irvin Paint Co....	Material for repairing boat.....	5 40
8	Sweetman Prtg. House.	500 postal cards and printing.....	7 00
9	Tischer & Reisinger....	Material for repairing boat.....	12 86
10	City Forge Co.....	Material for Mad river aqueduct....	3 85
11	D. Leonhard	Repairing harness.....	4 60
12	T. D. Eichelberger & Sons	Cement	1 50
13	Houck & Ely.....	Lumber for Mad river aqueduct....	42 04
14	Alex. Gebhart	Lumber for Mad river aqueduct....	9 33
15	W. O. Coffield.....	Coal for dredge No. 4.....	5 12
16	D. C. Statler.....	Rent of steam engine.....	40 50
17	George Herr	Blacksmithing	3 55
18	W. W. Valentine.....	Material for repairing boat.....	1 38
19	H. P. Bailey.....	Lumber	143 15
20	S. Zollinger	Cement	12 00
21	W. S. Fergus.....	Rent of steam engine.....	37 70
22	W. F. Robbins.....	Livery hire.....	12 50
23	Hank Rosbrook	Livery hire.....	9 50
24	C. L. Wood.....	Lumber	7 35
25	C. L. Wood.....	Lumber	35 78
26	John O'Connor	Expense as superintendent.....	58 70

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
27	James L. Day.....	Hardware	12 00
28	Central Union Tel Co.	For collectors office.....	1 50
29	Central Union Tel. Co.	For collectors office.....	1 50
30	Western Union Tel. Co.	For telegraphic services rendered..	4 88
31	C. E. Perkins.....	Traveling expense as chief engineer	6 50
32	Samuel Bachtell	Traveling expense as assistant en- gineer	13 50
	Pay roll of officers....	.....	396 66
	Pay roll No. 1.....	Labor	305 00
	Pay roll No. 2.....	Labor	444 84
	Total .....	.....	\$1,714 99
	August, 1902		
1	Elmer Wombold	Expense as collector at Dayton.....	\$ 4 50
2	Frank C. Davies.....	Expense as collector at Piqua.....	3 50
3	Lincoln Evans	Keeping team, etc.....	23 90
4	Edwin McConnell	Keeping team, etc.....	24 67
5	Markley & Rider.....	Horse shoeing.....	3 00
6	Tischer & Reisinger....	Hardware	7 64
7	Alex. Gebhart	Lumber for Mad river aqueduct.....	7 68
8	Central Union Tel .Co.	Rent of phone for two months.....	9 05
9	W. H. Angle.....	Hardware	19 33
10	John Bushnell.....	Horse shoeing.....	2 75
11	C. I. Wood.....	Lumber for Lockington aqueduct...	16 05
12	W. F. Robbins.....	Livery hire.....	4 00
13	Chas. H. Cook.....	Machine work and material furnished	43 10
14	Bowdle Bros.	Machine work and material furnished	115 70
15	Ritter & Blue.....	Lumber for rebuilding Lockington aqueduct	425 68
16	John O'Connor	Expenses as superintendent.....	58 70
17	C. E. Perkins.....	Traveling expenses as chief engineer	6 50
	Pay roll of officers....	.....	396 66
	Pay roll No. 1.....	Labor	287 75
	Pay roll No. 2.....	Labor	323 75
	Total .....	.....	\$1,783 91

ABSTRACT OF MONEY PAID

By John O'Connor, Superintendent Division No. 3, Sub-Division No. 2, Miami and Erie Canal, for Material and Labor for Dredging the Miami and Erie Canal.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JULY, 1902			
1	Houck & Ely.....	Lumber for dredge No. 4.....	\$ 7 18
2	John M. O'Connor.....	Rent of canal boat for dredge tender	81 00
3	The Peterson Tool Co..	Die plates for dredge No. 4.....	19 00
4	W. M. Whitmore.....	Coal for dredge No. 4.....	52 32
5	The Globe Iron Works	Machinery and machine work for dredge No. 4.....	156 66
6	The City Forge Co....	Materials for dredge No. 4.....	5 50
	Pay roll No. 1.....	Dredge No. 4.....	228 00
	Total		\$ 549 66
AUGUST, 1902			
1	Patterson Tool Co.....	Tools for dredge No. 4.....	\$ 60
2	City Forge & Iron Co.	Repairs for dredge No. 4.....	3 65
3	Tischer & Reisinger....	Tools for dredge No. 4.....	1 05
4	The Irvin Paint Co....	Oil for dredge No. 4.....	2 50
5	John M. O'Connor.....	Rent of canal boat for tender to dredge No. 4.....	78 00
	Pay roll No. 1.....	Labor	153 00
	Total		\$ 238 80

ABSTRACT OF MONEY PAID

By H. W. Meacham, Superintendent Division No. 3, Sub-Division No. 3, Miami and Erie Canal, for Material and Labor for the Maintenance and Repair of the Public Works.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
SEPTEMBER, 1901			
1	The M. I. Wilcox Co...	Paint, pitch, etc.....	\$ 11 58
2	The Defiance Machine Works	Repairing augurs.....	6 25

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
3	J. W. Lynde.....	One pair hip boots.....	5 00
4	Nicholas Lauer	Crushed stone.....	6 45
5	Mat Seiver	Crushed stone.....	10 00
6	Wesley McDonald	Expenses of telephone.....	1 60
7	L. A. Eckert.....	Expenses of telephone messages.....	11 34
8	D. H. Hancock.....	Expenses as collector and office rent.....	19 63
9	H. W. Myers.....	Expense as collector and office rent.....	4 15
10	W. H. Doll.....	Expense as deputy collector and office rent	11 00
11	S. E. Allman	Keeping team, etc.....	21 80
12	J. R. Spencer.....	Keeping team, etc.....	30 55
13	F. Bennett	Keeping team, etc.....	21 00
14	D. D. Lee.....	Livery hire.....	2 00
15	L. C. Brown.....	Livery hire.....	10 00
16	Joe Hitz	Blacksmithing	2 30
17	Chas. Rodd	Blacksmithing	8 25
18	Delphos Hardware Co..	Hardware	7 00
19	W. A. Kehnast.....	Hardware	60 27
20	W. A. Kuhlman & Co..	Hardware	50 63
21	The Lamson & Skinner Company	Lumber	13 73
22	Herman Ricker & Sons.	Lumber	35 40
23	H. W. Meacham.....	Expense as superintendent.....	67 88
24	Samuel Bachtell	Expense as assistant engineer.....	9 50
25	C. E. Perkins.....	Expense as chief engineer.....	11 50
26	Dr. P. H. Aldrich.....	Professional services.....	38 00
	Pay roll of officers.....	.....	627 48
	Pay roll No. 1.....	.....	402 00
	Total .....	.....	\$1,506 29
	OCTOBER, 1901		
1	The St. Marys Machine Company	Making rollers.....	\$ 8 00
2	The Defiance Machine Company	Chisels and shafting.....	13 80
3	Toledo Builders Supply	Cement	9 00
4	Geo. H. Dicus.....	Shavings	4 25
5	W. H. Doll.....	Paint	2 10
6	J. W. Lynde.....	Rubber boots	8 25
7	F. Brindle	Use of traction engine.....	6 00
8	Central Union Tel. Co.	Use of telephone and messages.....	5 90
9	Thomas Dollman	Boating lumber.....	14 40
10	C. Booth	Boating lumber.....	2 00
11	Wesley McDonald	Expenses looking after leases.....	6 50
12	H. W. Myers.....	Expenses as collector.....	9 27
13	Chas. Wittich	Expenses as collector.....	15 35
14	Joseph A. Claypool...	Expenses as collector and office rent.....	21 43
15	S. E. Allman	Keeping team, etc.....	22 20
16	J. R. Spencer.....	Keeping team, etc.....	32 20
17	F. Bennett	Keeping team, etc.....	26 00
18	Ort & Eberly.....	Harness repairs.....	35
19	H. J. Yetters.....	Harness repairs.....	1 40

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
20	O. R. Walker.....	Livery	5 75
21	Enos Young	Livery	5 00
22	Dick Barrington	Livery	31 50
23	John E. Stevens.....	Blacksmithing	1 85
24	C. A. Gerry.....	Blacksmithing	5 10
25	W. K. Evans.....	Hardware	18 28
26	W. A. Kehnast.....	Hardware	22 33
27	Dunan & Koeper.....	Hardware	1 18
28	John Marshall	Lumber	2 01
29	J. A. Aspacher.....	Lumber	58 56
30	H. W. Meacham.....	Expense as superintendent of repairs	63 50
31	Samuel Bachtell	Traveling expense as assistant en- gineer	8 00
32	C. E. Perkins.....	Traveling expense as chief engineer	5 50
	Pay roll of officers....	.....	627 48
	Pay roll No. 1.....	Labor	248 78
	Pay roll No. 2.....	Labor	328 25
	Total .....	.....	\$1,641 47
	NOVEMBER, 1901		
1	W. E. Floding.....	Oil and paints, etc.....	\$ 41 05
2	Bassett Bros.	Calking waste weir.....	3 00
3	Central Union Tel. Co.	Telephone and messages.....	13 60
4	Wesley McDonald	Telephone rent.....	2 00
5	H. W. Myers.....	Expense as collector.....	4 95
6	Guy Huffman	Expense as collector.....	9 50
7	W. H. Doll.....	Expense as deputy collector.....	11 00
8	S. E. Allman	Keeping team, etc.....	23 40
9	J. R. Spencer.....	Keeping team, etc.....	27 50
10	Frank Bennett	Keeping team, etc.....	22 00
11	P. A. Ellis	Livery	6 75
12	P. McGovern	Livery	14 50
13	Dunan & Koeper.....	Hardware	4 15
14	The Lamson & Skinner Company .....	.....	.....
15	Hollingsworth and Bamberger	Lumber	13 73
16	H. B. Tenzer.....	Lumber	25 96
17	H. W. Meacham.....	Expenses as superintendent.....	103 37
18	Samuel Bachtell	Traveling expense as assistant en- gineer	63 35
19	J. M. & W. Westwater..	Two electric lamps for office.....	8 00
20	Cross & Robinson.....	One Webster's dictionary for office..	1 00
	Pay roll of officers....	.....	2 00
	Pay roll No. 1.....	Labor	627 48
	Pay roll No. 2.....	Labor	373 25
	Total .....	.....	207 49
	Total .....	.....	\$1,609 03

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
DECEMBER, 1901.			
1	Fisher & Haller.....	Crushed stone	\$ 45 90
2	Herman Ricker & Sons.	Cement	12 25
3	August Oberle	Stone and constructing walls.....	135 00
4	Central Union Tel. Co.	Telephone rent and messages.....	5 20
5	L. A. Eckert.....	Telephone messages.....	5 35
6	Wesley McDonald	Expenses while looking after oil leases	8 75
7	H. W. Myers.....	Expense as canal collector.....	5 00
8	D. H. Hancock.....	Expense as canal collector and office rent	17 08
9	Joc. A. Claypool.....	Expense as canal collector and office rent	17 56
10	S. E. Allman.....	Keeping team, etc.....	26 20
11	J. R. Spencer.....	Keeping team, etc.....	21 64
12	F. Bennett	Keeping team, etc.....	20 00
13	O. R. Walker.....	Livery	8 75
14	Alexander Bros.	Livery	13 50
15	Wm. Jones	Livery for eleven months.....	99 50
16	John Acharger & Sons.	Blacksmith work.....	12 35
17	C. F. Risse.....	Hardware	5 51
18	W. A. Kehnst.....	Hardware	15 38
19	W. A. Kuhlman & Co...	Hardware	67 73
20	J. T. Horine & Son....	Lumber	31 19
21	Geo. C. Hersh.....	Lumber	53 52
22	W. A. Reynolds.....	Lumber	754 79
23	Chas. E. Perkins.....	Traveling expense as chief engineer	10 00
24	H. W. Meacham.....	Expense as superintendent.....	64 30
25	A. H. Sawyer.....	Engrossing specifications.....	8 00
26	C. E. Perkins.....	Traveling expense as chief engineer	12 00
	Pay roll of officers....	.....	624 48
	Pay roll No. 1.....	Labor	330 38
	Total .....	.....	\$2,431 31
JANUARY, 1902			
1	Central Union Tel Co.	Telephone rent and messages.....	\$ 6 30
2	R. H. Armstrong.....	Rubber boots.....	7 00
3	M. E. Longworth.....	Harness repairs.....	29 80
4	Wesley McDonald	Expenses to Celina and telephone...	6 50
5	S. E. Allman	Keeping team, etc.....	22 50
6	J. R. Spencer.....	Keeping team, etc.....	20 00
7	F. Bennett	Keeping team, etc.....	24 00
8	Dick Barrington	Livery	15 50
9	P. McGovern	Livery	12 50
10	Dunan & Koeper.....	Hardware	3 90
11	Delphos Hardware Co..	Hardware	91 64
12	A. J. Aspacher.....	Lumber	247 39
13	H. W. Meacham.....	Expenses as superintendent of repairs	63 00

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
14	Chas. E. Perkins.....	Expenses as chief engineer.....	9 50
	Pay roll of officers.....	.....	359 48
	Pay roll No. 1.....	Labor	335 50
	Total .....	.....	\$1,554 51
FEBRUARY, 1902			
1	Central Union Tel. Co.	Telephone rent and messages.....	\$ 4 85
2	Joseph Reynolds	Telephone rent and messages.....	7 50
3	Wesley McDonald	Telephone rent and messages and expenses to Celina.....	3 00
4	Guy Huffman	Expenses as collector.....	7 00
5	H. W. Myers.....	Expenses as collector.....	5 60
6	S. E. Allman.....	Expenses keeping team, etc.....	21 85
7	J. R. Spencer.....	Expenses keeping team, etc.....	20 40
8	Frank Bennett	Expenses keeping team, etc.....	20 00
9	Kundere & Bros.....	Livery	11 50
10	W. C. Lee.....	Livery	2 00
11	Albert Smith	Blacksmithing	2 30
12	L. Archambault	Blacksmithing	8 60
13	W. A. Kuhlman & Co.....	Hardware	57 90
14	H. W. Meacham.....	Expenses as superintendent of repairs	58 85
	Pay roll of officers.....	.....	624 48
	Pay roll No. 1.....	Labor	259 51
	Total .....	.....	\$1,115 84
MARCH, 1902.			
1	St. Marys Machine Co.	Repairing timber rollers.....	\$ 3 00
2	Schroeder & Co.....	Rubber boots.....	12 50
3	Wm. Fisher	Labor hauling canal boat.....	5 00
4	Central Union Tel. Co.	Telephone rent and messages.....	6 70
5	Wesley McDonald	Telephone rent and messages.....	1 75
6	H. W. Myers.....	Expense as collector.....	2 80
7	D. H. Hancock.....	Expense as collector and office rent.....	16 24
8	Jos. A. Claypool.....	Expense as collector.....	16 25
9	W. H. Doll.....	Expense as collector.....	21 60
10	S. E. Allman.....	Keeping team.....	25 60
11	J. R. Spencer.....	Keeping team.....	22 35
12	F. Bennett	Keeping team.....	20 00
13	J. O. Sloan.....	Livery	2 25
14	Enos Young	Livery	5 00
15	P. McGovern	Livery	9 00
16	Richard Barrington ..	Livery	25 50
17	W. A. Kehnast.....	Hardware	80
18	Dunan & Koepfer.....	Hardware	2 00
19	Charles L. Koch.....	Lumber	3 45
20	Hollingsworth and Bamberger	Lumber	16 60

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
21	H. W. Meacham.....	Expense as superintendent of repairs	58 65
22	C. E. Perkins.....	Traveling expense as chief engineer	3 00
	Pay roll of officers....	.....	624 48
	Pay roll No. 1.....	Labor	171 50
	Pay roll No. 2.....	Labor	235 00
	Total .....	.....	\$1,316 02
	APRIL, 1902		
1	Frank Wulforst	Repairing wagon.....	\$ 9 50
2	W. H. Doll.....	Oil and paint.....	13 89
3	The W. O. Holst Co...	Sand and cement.....	194 25
4	M. Morehead	Hauling sand.....	26 45
5	Chas. Mandary.....	Hauling stone.....	33 00
6	Central Union Tel. Co.	Rent of telephone and messages....	9 25
7	Wesley McDonald	Rent of telephone and serving notices	4 85
8	H. W. Myers.....	Expense as collector.....	3 70
9	S. E. Allman.....	Keeping team, etc.....	32 80
10	J. R. Spencer.....	Keeping team, etc.....	20 35
11	F. Bennett	Keeping team, etc.....	20 00
12	The Crescent Livery Co	Livery	4 00
13	O. R. Walker.....	Livery	4 50
14	The Bostwick, Braun & Company	Hardware	2 10
15	S. S. Shisler.....	Hardware	16 46
16	Dunan & Koeper.....	Hardware	8 54
17	W. A. Kehnast.....	Hardware	6 20
18	W. A. Kehnast.....	Hardware	28 72
19	Joseph Barrington	Lumber	2 66
20	H. W. Meacham.....	Expenses as superintendent of repairs	59 10
21	C. E. Perkins.....	Traveling expense as chief engineer	10 00
	Pay roll of officers....	.....	627 48
	Pay roll No. 1.....	Labor	321 50
	Pay roll No. 2.....	Labor	377 00
	Pay roll No. 3.....	Labor	339 00
	Total .....	.....	\$2,175 71
	MAY, 1902		
1	The M. I. Wilcox Co...	Pitch, paint, etc.....	\$ 25 80
2	The Defiance Machine Works	Rods, bolts, etc.....	25 02
3	Mrs. G. M. Weisenberger	Sand	34 50
4	Huiston & Cleveland....	Rods, plates and turnbuckles.....	275 00
5	The N. Y. C. & St. L. R. R.....	Freight on pitch and bolts.....	1 78
6	Thos. Dollman	Hauling cement.....	20 00
7	Frank Hollsmith	Lettering State boat.....	4 00
8	A. M. Minzel.....	Wall paper.....	12 94
9	C. F. Limbacher.....	Harness repairs.....	3 60

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
10	Central Union Tel. Co.	Telephone rent and messages.....	8 50
11	Wesley McDonald	Telephone rent and expenses to New Bremen	3 00
12	W. H. Doll.....	Expense as collector and office rent..	11 60
13	Guy Huffman	Expense as collector.....	10 50
14	H. W. Myers.....	Expense as collector.....	3 53
15	S. E. Allman.....	Keeping team, etc.....	25 90
16	J. R. Spencer.....	Keeping team, etc.....	27 90
17	F. Bennett.....	Keeping team, etc.....	29 00
18	Rairdon Bros.	Livery	2 50
19	John Heim	Livery	1 25
20	Enos Young	Livery	11 00
21	C. E. Fisher.....	Blacksmithing	3 25
22	Alvin Edwards.....	Hardware	6 82
23	Delphos Hardware Co..	Hardware	128 43
24	John B. Brown & Co....	Lumber	9 72
25	John A. Aspacher.....	Lumber	723 22
26	H. W. Meacham.....	Expenses as superintendent of repairs	64 44
27	C. E. Perkins.....	Traveling expenses as chief engineer	9 00
28	S. G. McColloch	Traveling expense as secretary....	6 35
	Pay roll of officers....		627 48
	Pay roll No. 1.....	Labor	673 25
	Pay roll No. 2.....	Labor	607 23
	Pay roll No. 3.....	Labor	461 25
	Pay roll No. 4.....	Labor	121 50
	Total		\$3,979 26
	JUNE, 1902		
1	W. H. Doll.....	Oil and paint.....	\$ 6 45
2	Wesley McDonald	Expense to Celina and telephone....	6 40
3	H. W. Myers.....	Expense as canal collector.....	1 95
4	S. E. Allman.....	Keeping team, etc.....	22 18
5	J. R. Spencer.....	Keeping team, etc.....	26 00
6	F. Bennett	Keeping team, etc.....	20 00
7	H. G. Judson.....	Livery	3 00
8	E. Young	Livery	6 00
9	Wm. Jones	Livery	48 75
10	Nick Zahm & Son.....	Blacksmithing	60
11	Albert Smith	Blacksmithing	3 10
12	Frank Wolfhorst	Blacksmithing	21 95
13	Dunan & Koeper.....	Hardware	24 37
14	W. A. Reynolds.....	Lumber	8 82
15	Charles L. Koch.....	Lumber	42 73
16	J. T. Horine.....	Lumber	139 71
17	Thos. Doheney	Lumber	313 44
18	H. B. Tenzer.....	Lumber	771 65
19	H. W. Meacham.....	Expense as superintendent.....	62 95
	Pay roll of officers....		627 48
	Pay roll No. 1.....	Labor	388 00
	Pay roll No. 2.....	Labor	309 75
	Total		\$2,855 28

ABSTRACT OF MONEY PAID—Continued.

No. of Voucher.	To Whom.	And For What Paid.	Amount.
JULY, 1902			
1	Thos. G. Thompson....	Hauling gravel.....	\$ 4 50
2	C. O. Gress.....	Cement	11 25
3	The Rabe Mfg. Co.....	Hemlock plank.....	14 38
4	Lanfersick & Grothaus.	Sewer pipe.....	29 30
5	The Defiance Machine Works	Rods, etc.....	8 66
6	A. M. Meinsel.....	Wall paper.....	5 30
7	Wm Dahlmeyer	Cistern	9 95
8	The M. J. Wilcox Co...	Oakum	3 50
9	Fisher & Haller.....	Cement	19 70
10	R. R. Bortel.....	Braces for gate beams, etc.....	2 77
11	C. F. Limbacher.....	Halters and harness repairs.....	3 10
12	C. Buehler	Iron pipe	88
13	Mrs. G. M. Weisenberger	Sand	6 00
14	J. S. Haney	Gravel	7 80
15	Christ Booth	Hauling stone.....	27 00
16	Joseph Reynolds	Expense telephone messages.....	6 50
17	Wesley McDonald	Expense telephone messages.....	2 00
18	Central Union Tel. Co.	Telephone and messages.....	15 50
19	H. W. Myers.....	Expense as collector.....	3 75
20	Chas. Wittich.....	Expense as collector.....	22 70
21	D. H. Hancock.....	Expense as collector and office rent.	19 00
22	Jos. A. Claypool.....	Expense as collector and office rent.	21 27
23	S. E. Allman	Keeping team, etc.....	25 80
24	J. R. Spencer.....	Keeping team, etc.....	24 00
25	F. Bennett	Keeping team, etc.....	20 00
26	T. G. Crawford.....	Livery	3 25
27	P. McGovern	Livery	10 50
28	L. C. Brown.....	Livery	11 50
29	Kundert Bros.	Livery	19 00
30	E. Deitrich	Blacksmithing	4 15
31	Joseph Hitz	Blacksmithing	4 30
32	Dunan & Koeper.....	Hardware	14 19
33	W. A. Kehnast.....	Hardware	41 36
34	W. A. Kuhlman & Co...	Hardware	148 05
35	J. B. Tennyson.....	Lumber	32 95
36	H. W. Meacham.....	Expense as superintendent.....	64 55
37	Samuel Bachtell	Expense as asst. engineer.....	12 00
	Pay roll of officers.....		627 48
	Pay roll No. 1.....	Labor	427 00
	Pay roll No. 2.....	Labor	337 25
	Total		\$2,071 94
AUGUST, 1902			
1	W. E. Flooding.....	Oil and paint.....	\$ 11 83
2	Clark Bateman	Hauling gravel.....	2 00
3	L. Beckman	Drafting paper.....	1 00
4	J. M. Eberle.....	Harness repairs.....	1 15
5	P. Weigending	Cement	15 00
6	W. H. Switzer.....	Mowing machine.....	50 00

No. of Voucher.	To Whom.	And For What Paid.	Amount.
7	H. W. Myers.....	Expenses as collector.....	2 05
8	Wesley McDonald	Expenses leasing land and telephone	7 50
9	S. E. Allman.....	Keeping team, etc.....	22 55
10	J. R. Spencer.....	Keeping team, etc.....	21 75
11	F. Bennett	Keeping team, etc.....	21 50
12	John Heim	Livery	3 50
13	J. Parks	Livery	3 50
14	H. G. Judson.....	Livery	8 50
15	P. McGovern	Livery	11 50
16	Nick Valerius	Blacksmithing	2 30
17	J. E. Stevens.....	Blacksmithing	9 20
18	W. A. Kehnast & Co....	Hardware	39 07
19	Hollingsworth and Bamberger	Lumber	3 00
20	Joseph Barrington	Lumber	4 80
21	H. W. Meacham	Expense as superintendent.....	62 75
22	Chas. E. Perkins.....	Expense as chief engineer.....	10 00
	Pay roll of officers....	.....	627 48
	Pay roll No. 1.....	Labor	329 50
	Pay roll No. 2.....	Labor	305 37
	Total .....	.....	\$1,576 80

TONNAGE STATISTICS.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Cincinnati, on the Miami and Erie canal, for the year ending November 15, 1902:

Articles.	Arrived.	Cleared.
Barrels—		
Ale and beer		5,732
Flour	3,263	909
Oil		548
Lime and cement		172
Vinegar		692
Whisky	35,920	20
Bushels—		
Corn	1,400	
Coal (mineral)		15,100
Malt	4,432	1,168
Rye	200	
Pounds—		
Acids		71,100
Baggage and furniture	36,400	28,040
Cotton		195,300
Wadding	1,362,385	
Hides and skins	108,670	
Ice		2,714,000
Iron (pig or scrap)	40,500	
Iron (cast)	822,794	100,156
Iron (bar)		271,283
Lard	5,860	10,960
Machinery	19,800	29,500
Merchandise	2,458,292	6,626,112
Mill feed		10,600
Potters ware		15,200
Paper	6,851,415	78,481
Rags and paper stock	67,455	9,494,421
Starch	726,940	
Sand	36,270,000	
Sugar		61,689
Tallow	127,500	
Tobacco	3,000	
Sundries	1,578,960	
Number—		
Barrels (empty)	18,297	62,919
Fire brick		2,723
Posts		155
Shingles		64,000
Feet—		
Lumber	9,900	157,000

W. A. GREGG, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Lockland, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Barrels—		
Ale and beer	3,109½	8½
Flour	909	3,266
Oil	498	.....
Lime and cement	178	15
Tar .....	.....	25
Salt	16	16
Whisky	10	.....
Bushels—		
Barley .....	.....	656
Potatoes	6	.....
Oats	7,685	20
Malt .....	.....	4,698
Rye	2,373	.....
Pounds—		
Stoves .....	.....	4,300
Cotton	281,300	5,000
Baggage and furniture	10,860	16,900
Rosin .....	.....	5,964
Bolts (iron)	42,000	42,000
Bottle wrappers .....	.....	174,973
Fireworks .....	.....	805,093
Tin cans .....	.....	203,095
Wadding .....	.....	1,332,170
Hides and skins .....	.....	3,000
Ice	600	17,400,000
Iron (pig or scrap) .....	.....	35,200
Iron (cast)	111,455	715,694
Iron (bar)	239,269	14,400
Lard	8,160	.....
Steel rails	4,620,000	4,620,000
Machinery	35,218	24,390
Merchandise	6,328,028	845,447
Acid	19,750	.....
Potters ware	62,700	11,400
Paper	967,481	9,130,875
Soda ash	5,000	.....
Rags and paper stock	9,684,924	628,415
Starch	53,700	2,921,960
Sand .....	.....	500,000
Sugar	40,700	.....
Tallow .....	.....	16,200
Splice bars	14,780	14,780
Spikes	126,000	126,000
Number—		
Barrels (empty, all kinds)	32,867	19,061
Cross arms	5,880	5,880
Brooms .....	.....	1,100
Fire brick	6,123	.....
Posts	155	1,865
Shingles	64,000	.....

STATEMENT, ETC.—Concluded.

Article.	Arrived.	Cleared.
Feet—		
Lumber	139,246	20,600
Railroad ties	45,440	45,440
Perches—		
Stone (lbs.)	600	.....
Telegraph poles	1,470	1,470

J. W. SULLIVAN, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Middletown, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Pounds—		
Bolts		1,200
Cement		270,000
Twine		500
Spikes		77,200
Iron (scrap)	13,000	62,900
Iron (railroad)		1,659,600
Paper stock	285,092	13,000
Machinery		3,000
Merchandise	2,200	.....
Paper		105,400
Rags		4,500
Splice bars		31,500
Tar		24,000
Number—		
Barrels (empty)		422
Carboys (empty)		422
Railroad ties		24,235

E. C. BOOTH, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Dayton, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Barrels—		
Flour	57	.....
Oil	26	.....
Vinegar	538	1
Bushels—		
Clover seed .....	.....	50
Corn .....	.....	1,400
Rye .....	.....	200
Pounds—		
Acids	39,750	.....
Drugs .....	.....	20,050
Brushes .....	.....	28,200
Cement	155,000	6,126
Fireworks	32,700	.....
Hides .....	.....	105,670
Kraut (Bbls.) .....	.....	2
Iron (cast)	5,200	.....
Lard .....	.....	2,400
Merchandise	104,397	13,575
Peanuts .....	.....	2,300
Paper	79,300	24,500
Putty .....	.....	55,158
Soda .....	.....	4,000
Wax .....	.....	14,200
Soap	15,000	.....
Tallow .....	.....	113,400
Tobacco .....	.....	3,000
Household goods	14,500	21,700
Number—		
Barrels (empty) .....	.....	1,272
Carboys .....	.....	93
Piano .....	.....	1
Trunk .....	.....	1
Feet—		
Lumber	3,936	6,000

ELMER WOMBOLD, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Piqua, on the Miami and Erie Canal, for the year ending November 15, 1902.

Article.	Arrived.	Cleared.
Number—		
Barrels (empty)	329	.....
Brick	196,500	.....
Feet—		
Lumber	32,000	23,000
Perches—		
Stone .....	.....	1,007
Cords—		
Wood	212	280

FRANK C. DAVIES, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Delphos, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Number—		
Tile .....	.....	6,000
Staves and heading (cords)	6	.....
Feet—		
Lumber in logs	200,000	.....
Lumber .....	.....	5,000
Ship timber .....	.....	3,704
Cords—		
Butts	55	.....
Bolts	595	.....
Wood	54	.....

JOS. A. CLAYPOOL, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Defiance, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Barrels—		
Ale and beer (kegs)	40	24
Lime and cement	17	.....
Salt	120	.....
Bushels—		
Oats .....	.....	1,600
Pounds—		
Baggage and furniture .....	.....	150
Bacon and pork (in bulk)	600	.....
Crockery	75	.....
Grindstones	150	.....
Merchandise	300	300
Sand (yards)	290	.....
Number—		
Barrels and kegs (empty.)	73	.....
Cases	12	12
R. R. ties	950	1,800
Elm splints (cords) .....	.....	160
Cubic Feet—		
Ship timber .....	.....	23,500
Lumber	192,000	128,000
Logs	1,196,000	1,020,000
Perches—		
Stone	78	.....
Cords—		
Wood	491	695

H. W. MYERS, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Napoleon, on the Miami and Erie Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Barrels—		
Flour .....	.....	10
Bushels—		
Wheat .....	.....	7,300
Pounds—		
Baggage and furniture.....	.....	2,000
Empty cases .....	.....	2,000
Merchandise .....	.....	72,500
Sand	218,025	492,525
Number—		
Brick	2,000	10,000
Lath .....	.....	15,000
Feet—		
Lumber .....	.....	287,000
Logs (cubic ft.)	71,487	82,942
Perches—		
Stone .....	.....	154
Cords—		
Wood	40	211

D. H. HANCOCK, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Toledo, on the Miami and Erie Canal, for the year ending November 15, 1902:

Articles.	Arrived.	Cleared.
Barrels—		
Lime and cement.....	.....	26
Salt .....	.....	124
Bushels—		
Oats	4,800	.....
Wheat	23,900	.....
Pounds—		
Hay	251,000	.....
Merchandise	3,000	15,140
Sewer pipe .....	.....	33,000
Number—		
Brick .....	.....	3,000
R. R. ties.....	3,667	.....
Lath .....	.....	80,000
Bundles splints	10,000	.....
Feet—		
Lumber	230,500	10,364
Timber (cu. ft.)	46,125	.....
Cords—		
Wood	832	.....

CHAS. WITTICH, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Cleveland, on the Ohio Canal, for the year ending November 15, 1902:

Articles.	Arrived.	Cleared.
Barrels—		
Salt .....	.....	50
Pounds—		
Coal (mineral)	26,886,350	.....
Ashes .....	.....	130,000
Iron (scrap)	404,000	.....
Merchandise .....	.....	52,000
Powder	2	.....
Stone	9,571,600	.....
Number—		
Lath .....	.....	308,000
Bales—		
Shavings	150	.....
Feet—		
Lumber	67,865	1,182,701
Timber	13,250	.....
Cords—		
Brush	128½	.....
Wood	105	.....

J. M. Jones, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Akron, on the Ohio Canal, for the year ending November 15, 1902:

Articles.	Arrived.	Cleared.
Barrels—		
Oil (linseed)	30	.....
Salt .....	.....	300
Pounds—		
Timothy seed	1,500	1,500
Coal (mineral)	28,889,000	22,460,300
Wheat	62,000	62,000
Hay	47,000	47,000
Straw	42,000	42,000
Merchandise	5,254,000	.....
Number—		
Hoop poles	123,000	185,000
Feet—		
Lumber	799,522	476,045
Cords—		
Wood .....	.....	98

J. H. MORRISON, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Massillon, on the Ohio Canal, for the year ending November 15, 1902:

Articles.	Arrived.	Cleared.
Barrels—		
Salt	150	.....
Bushels—		
Corn .....	.....	100
Wheat .....	.....	1,700
Pounds—		
Coal (mineral)	13,200,000	16,592,000
Merchandise	179,000	144,000
Potters ware	14,260	15,220
Sundries	117,400	100,000
Number—		
Barrels (empty) .....	.....	500
Lath	265,000	165,000
Shingles	50,000	.....
Feet—		
Lumber	641,962	125,595
Timber	2,500	.....
Cords—		
Wood	409	409

DAVID ATWATER, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Canal Dover, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Bushels—		
Wheat	600	46,953
Pounds—		
Flour		32,400
Lime and cement		170,520
Salt		3,000
Corn	3,400	53,720
Coal (mineral)		44,918,000
Baggage and furniture		8,000
Mill feed		221,000
Sand		40,000
Barrels—		
Barrels (empty)		402
Brick		9,000
Feet—		
Lumber		4,500
Cords—		
Wood		134

M. S. HARVEY, Collector.

***STATEMENT**

Of the tonnage of articles arrived and cleared at the port of Roscoe, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Number—		
Lath .....	.....	7,500
Shingles .....	.....	4,000
Feet—		
Lumber	22,105	34,000

*Includes statistics at the port of Dresden, discontinued.

EDWIN BURCHFIELD, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Columbus, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Number—		
Posts	5,000	.....
Feet—		
Lumber	26,000	.....
Cords—		
Bark	60,000	.....

WM. PATTON, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Circleville, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Bushels—		
Corn	70,009	.....
Wheat	33,623	.....
Pounds—		
Tile (tons)	265	.....
Straw	430,680	.....
Number—		
Brick		14,000
Posts		1,584
Feet—		
Lumber		19,000
Cords—		
Wood		336
Bark		51

NELSON WOLFLEY, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Chillicothe, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Bushels—		
Corn	4,785	.....
Wheat	677	.....
Cords—		
Wood	208	.....

QUINBY CLIMER, Collector.

STATEMENT

Of the tonnage of articles arrived and cleared at the port of Waverly, on the Ohio Canal, for the year ending November 15, 1902.

Articles.	Arrived.	Cleared.
Pounds—		
Corn .....	.....	600,100
Number—		
Hoop poles .....	.....	15,000
Posts .....	.....	3,450
Feet—		
Lumber	258,328	21,800
Cords—		
Bark .....	.....	10
Wood .....	.....	26

JAS. C. VOELKER, Collector.

To the Honorable, the Board of Public Works of Ohio, the Chief Engineer of the Public Works and the Ohio Canal Commission acting jointly in the control and management of Lakes, Reservoirs and State Lands dedicated to the use of the public for Parks and Pleasure Resort Purposes.

Gentlemen—I have the honor to present herewith the first statement of the receipts and expenditures of your Honorable Joint Board during the fiscal year ending on the 15th day of November, 1902.

Very respectfully,
Your obedient servant,
S. G. McCOLLOCH,
Secretary.

Columbus, Ohio, December, 1902.

FIRST ANNUAL REPORT.

Hon. George K. Nash, Governor of Ohio :

Sir—Pursuant to an act of the 75th General Assembly of Ohio entitled “An Act, For the control and management of lakes, reservoirs and state lands dedicated to the use of the public for park and pleasure resort purposes,” passed April 28, 1902, providing that all lakes, reservoirs and state lands that have been heretofore, or that may hereafter be dedicated or set apart for the use of the public for park and pleasure resort purposes, shall be under the control and management of the Board of Public Works, the Chief Engineer of the Public Works, and the Ohio Canal Commission, acting jointly ; and also another act pertaining thereto passed same date, *vide* Laws of Ohio, Vol. 95, pp. 277, 283, et seq., and providing further that the said Joint Board shall make annual report to the Governor (to be included in the report of the State Board of Public Works) setting forth the action of said Joint Board on all matters pertaining to the management and control of all state reservoirs, lakes and lands set apart for public parks and pleasure resorts including a statement of all receipts and expenditures ; Now,

Therefore, The said joint board have the honor to present to your Excellency, this, their first annual report for the fiscal year ending on the 15th day of November, 1902.

The acts of the General Assembly above referred to are somewhat ambiguous and uncertain in their terms and as to their meaning in several respects, and were passed so late in the season as to preclude the possibility of organizing the joint board and making the necessary preparations for receiving the full benefits to be derived from the proceeds of leases of state lands in and adjacent to said parks or pleasure resorts, likewise of funds from the sale of special privileges in connection with the same.

The joint board, however, proceeded to organize at as early a date as practicable, to adopt rules and regulations prescribing the powers and duties of the police patrolmen provided for in the act, and for the government of the parks and pleasure resorts, which are hereto attached as an appendix, and to provide the necessary permits and metal plates for boats and water craft maintained and operated in and upon the waters of the state reservoirs dedicated and set apart for the use of the public for park or pleasure resort purposes as aforesaid ; also to provide the required badges for the police patrolmen, appoint said police patrolmen, and, in short, to put the machinery under the law in motion.

The Joint Board also respectfully call the attention of your Excellency to the report of the Secretary of the Board of the receipts and expenditures during the year, filed herewith, from which it appears that

The receipts from leases of state lands were.....	\$658 23
From fees on boats and water craft.....	175 00
	<hr/>
Making a total of.....	\$833 23
That the total expenditures were.....	\$206 50
	<hr/>
Leaving a balance in the fund Nov. 15, 1902, of.....	\$626 73

The Joint Board further say that now that the organization is effected and in operation, hereafter they hope and expect to carry out fully the requirements contemplated by the law in the matter of beautifying and improving the state reservoirs, lakes and lands and to render them indeed public parks and pleasure resorts for the use and benefit of the public.

All of which is respectfully submitted.

FRANK A. HUFFMAN,
C. A. GODDARD,
W. G. JOHNSTON,
Board of Public Works.

CHAS. E. PERKINS,
Chief Engineer of the Public Works.

H. W. BLACHLY,
WHEELER C. WIKOFF,
Ohio Canal Commission.

Columbus, Ohio, December, 1902.

RECEIPTS AND EXPENDITURES.

Hon. George K. Nash, Governor of Ohio:

Sir—Financial statement of the Board of Public Works, the Chief Engineer of Public Works and the Ohio Canal Commission, acting jointly in the control and management of the lakes, reservoirs and state lands dedicated and set apart for the use of the public for park and pleasure resort purposes pursuant to the provisions of the act of the General Assembly of the State of Ohio, in such case made and provided. Passed April 28, 1902.

Statement of receipts and expenditure of revenue derived from leases of state lands in and adjacent to said parks or pleasure resorts and fees collected upon boats and water craft maintained and operated in and upon the waters of said state reservoirs dedicated and set apart for the use of the public for park and pleasure resort purposes during the fiscal year ending on the 15th day of November, 1902.

RECEIPTS.

From leases of state lands.....	\$658 23
From fees on boats and water craft.....	175 00
	<hr/>
Total	\$833 23....

EXPENDITURES.

Nov. 11, 1902, The M. C. Lilley & Co.....	\$144 60
Nov. 11, 1902, John A. Spurgeon, police patrolman at Buckeye Lake	31 90
Nov. 11, 1902, A. O. T. Andrews, police patrolman at Indian Lake	30 00
	<hr/>
Total	\$206 50
	<hr/>
Balance in fund Nov. 15, 1902.....	\$626 73

The vouchers for the above expenditures duly receipted by the parties to whom they were issued are on file in the office of the Board of Public Works

APPENDIX.

Be it resolved by the Board of Public Works, the Chief Engineer of the Public Works and the Canal Commission, sitting as a joint board, for the transaction of business pertaining to the control and management of lakes, reservoirs and state lands dedicated to the use of the public for parks and pleasure resort purposes, that the following rules be and they hereby are adopted for the guidance of police patrolmen in the discharge of their official duties.

Rule 1. A person to be eligible to appointment as police patrolman at any of the State reservoir parks under the control of the joint board mentioned above, must have been an elector of the State of Ohio for not less than two years preceding his appointment; he must be in good health and free from any infirmity that would be a hindrance in the discharge of his official duty, and must be able to read and write the English language understandingly.

Rule 2. All appointments to the position of reservoir police patrolmen shall be made on probation, and if at any time, in the opinion of the joint board, a person appointed to such position proves himself unfit for, or neglects to properly perform his official duties, he shall be dropped from the service.

Rule 3. All applications for appointment must be made in the applicant's own handwriting and accompanied by recommendations from two reputable free holders setting forth their willingness to sign the bond of the applicant.

Rule 4. Each patrolman before assuming the duties of his office shall give bond to the satisfaction of the joint board in the sum of \$500.00 conditioned for the faithful discharge of his duties.

Rule 5. Each patrolman while on duty shall wear and display at all times a badge to be furnished by the joint board making the appointment.

Rule 6. Each patrolman shall be at the reservoir to which he is assigned by 9 o'clock A. M. of each day, including Sundays, and remain on duty until 9:30 P. M. and longer when occasion requires it; he shall provide at his own expense a row-boat of sufficient capacity to safely carry three persons, to be used in patrolling the reservoir.

Rule 7. Each patrolman, both on and off duty in his conduct and deportment, must be quiet, orderly, and respectful toward all persons with whom he may come in contact; violent, coarse, profane and insolent language, while on duty, or any conduct subversive of good order and gentlemanly bearing, will be considered sufficient cause for dismissal.

